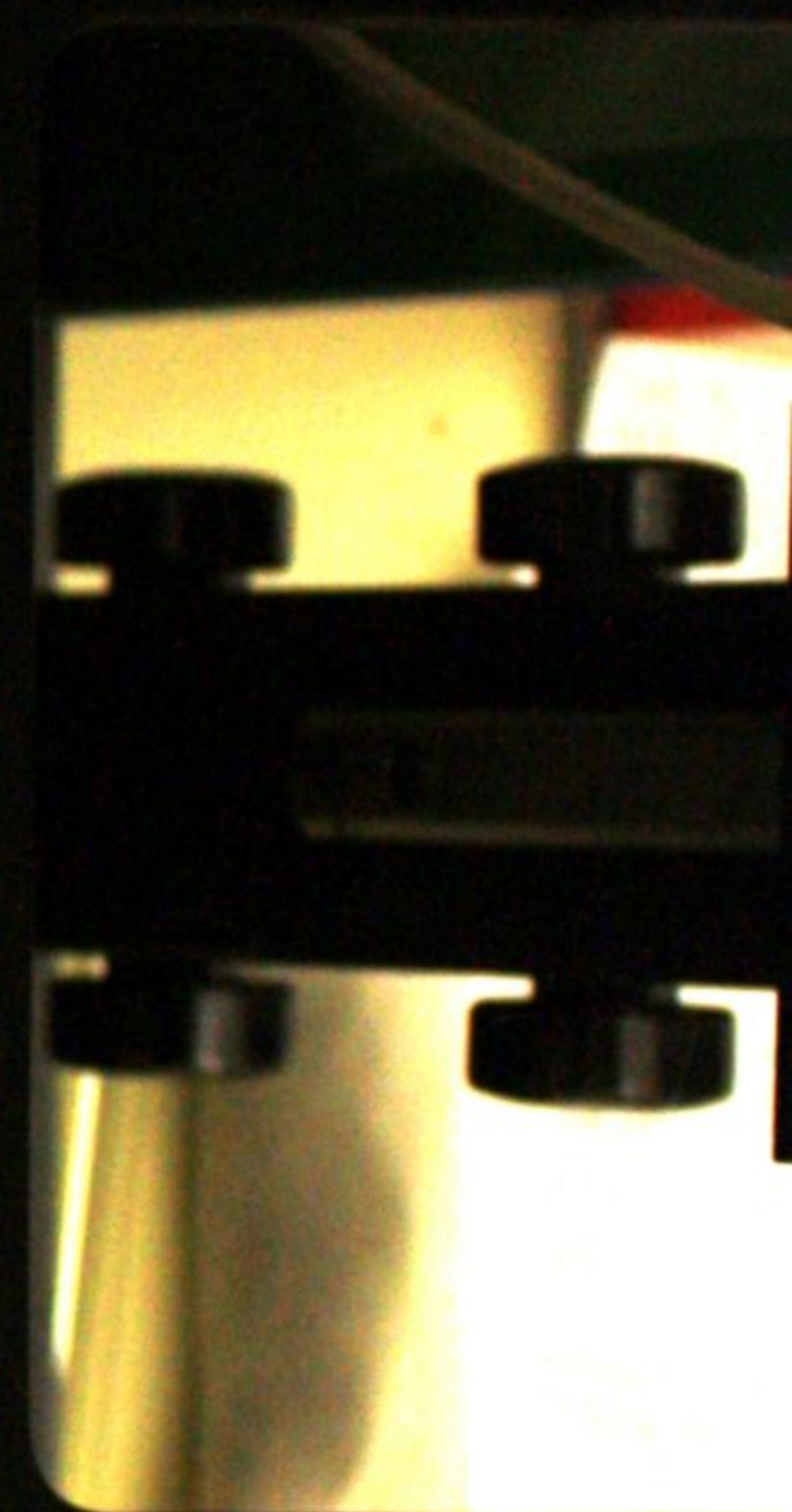


RAILROAD and BUS

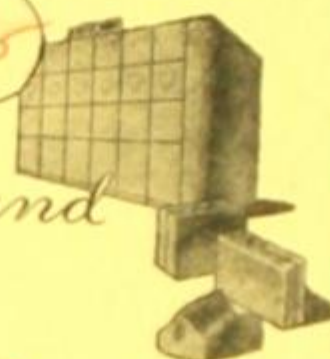
TERMINAL and STATION LAYOUT

VOLUME 1

PHOTOGRAPHS • DESCRIPTIONS • FLOOR PLANS • MATERIALS • EQUIPMENT



This Book is No. *2195*
of a Limited Edition and
is presented to
Mr. Melvin D. Evans
by *July 3-1946*
the AMERICAN LOCKER COMPANY



LTD. ED.

presumably

only vol. issued

ISSUED SEPARATELY

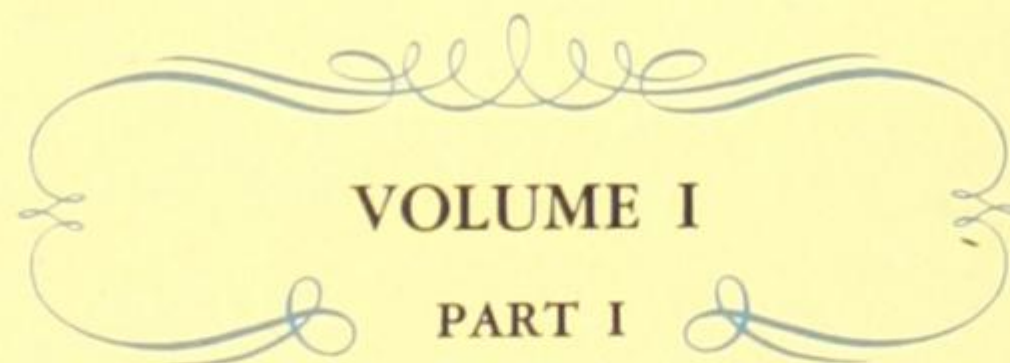
PHO

RAILROAD and BUS

TERMINAL and STATION LAYOUT

By

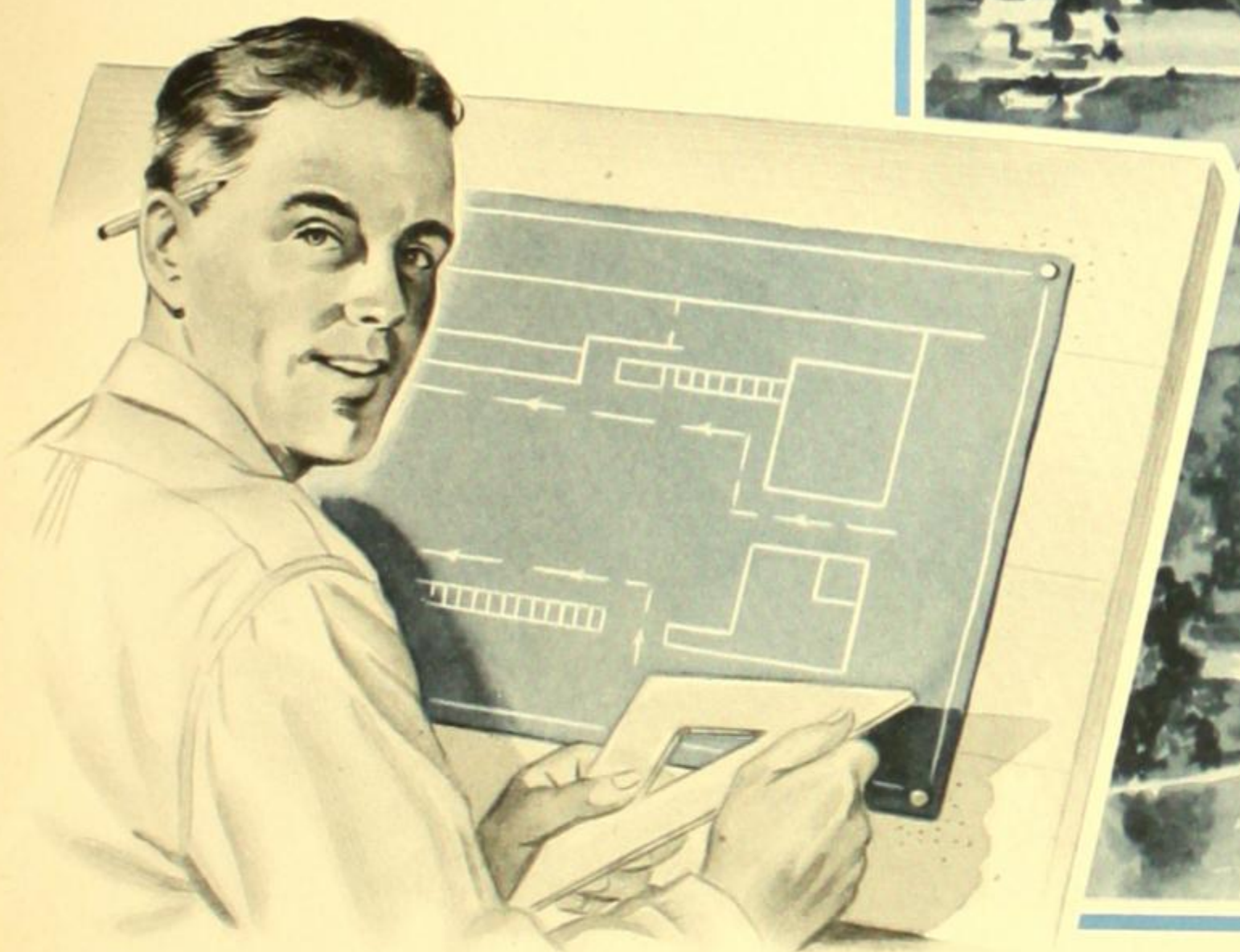
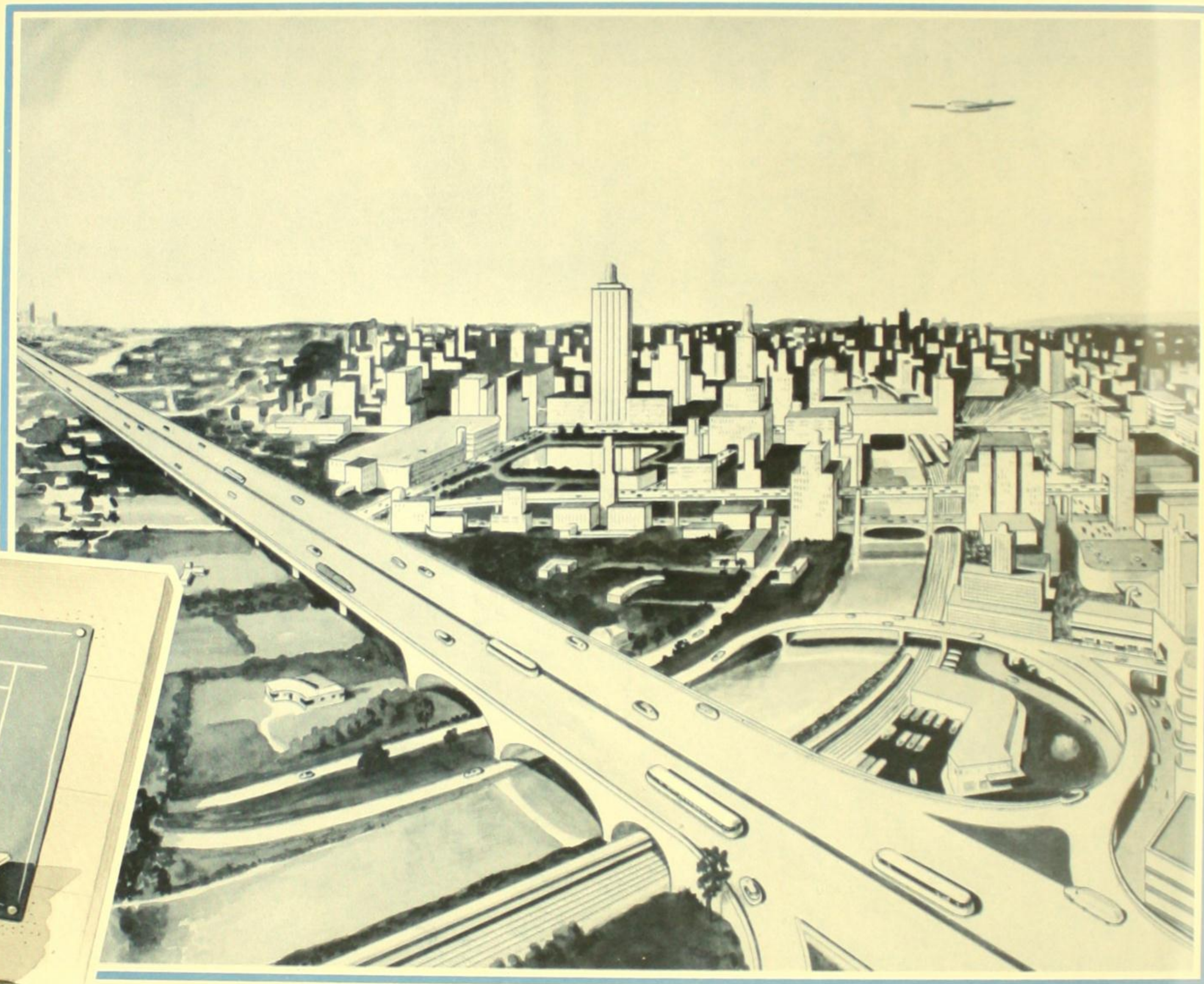
The American Locker Company, Inc.

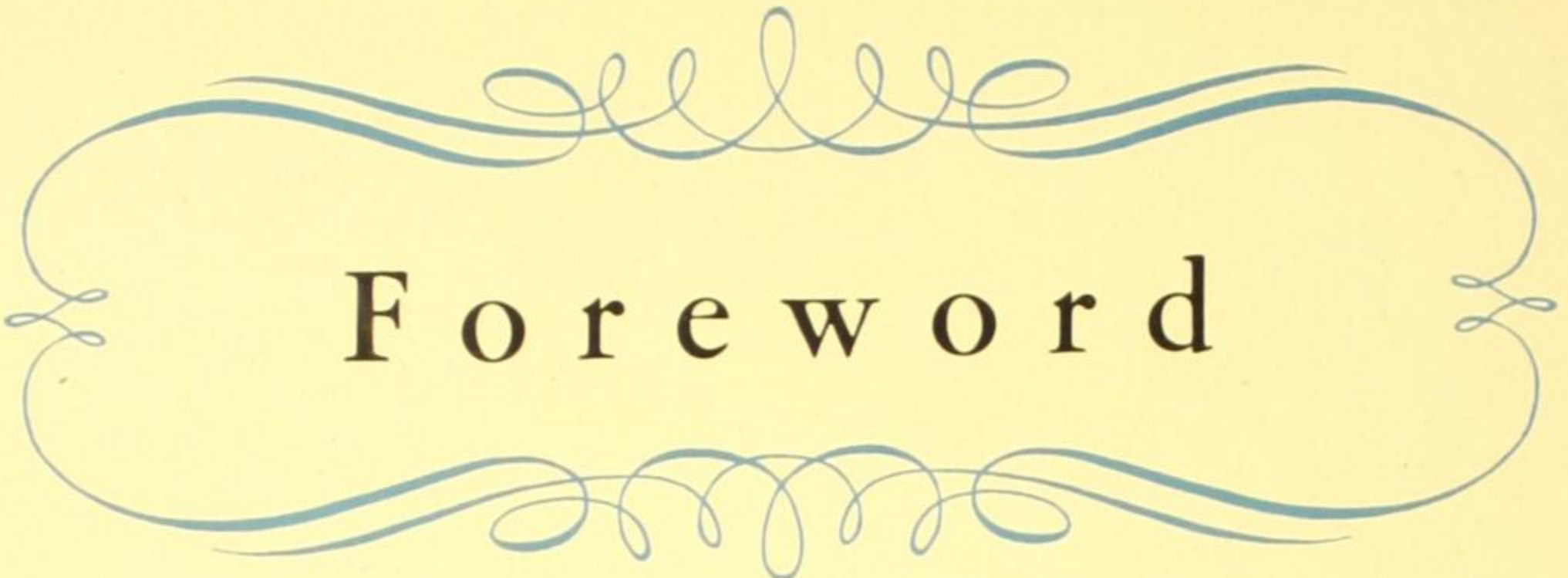


RAILROAD TERMINALS AND STATIONS

PHOTOGRAPHS • DESCRIPTIONS • FLOOR PLANS • MATERIALS • EQUIPMENT

POST-WAR AMERICA is rapidly taking form on the drawing boards of engineers and architects. The future of rail, bus and air transportation is being sketched in prophetic and dramatic strokes. The Blueprints of today . . . are the America of tomorrow.





Foreword

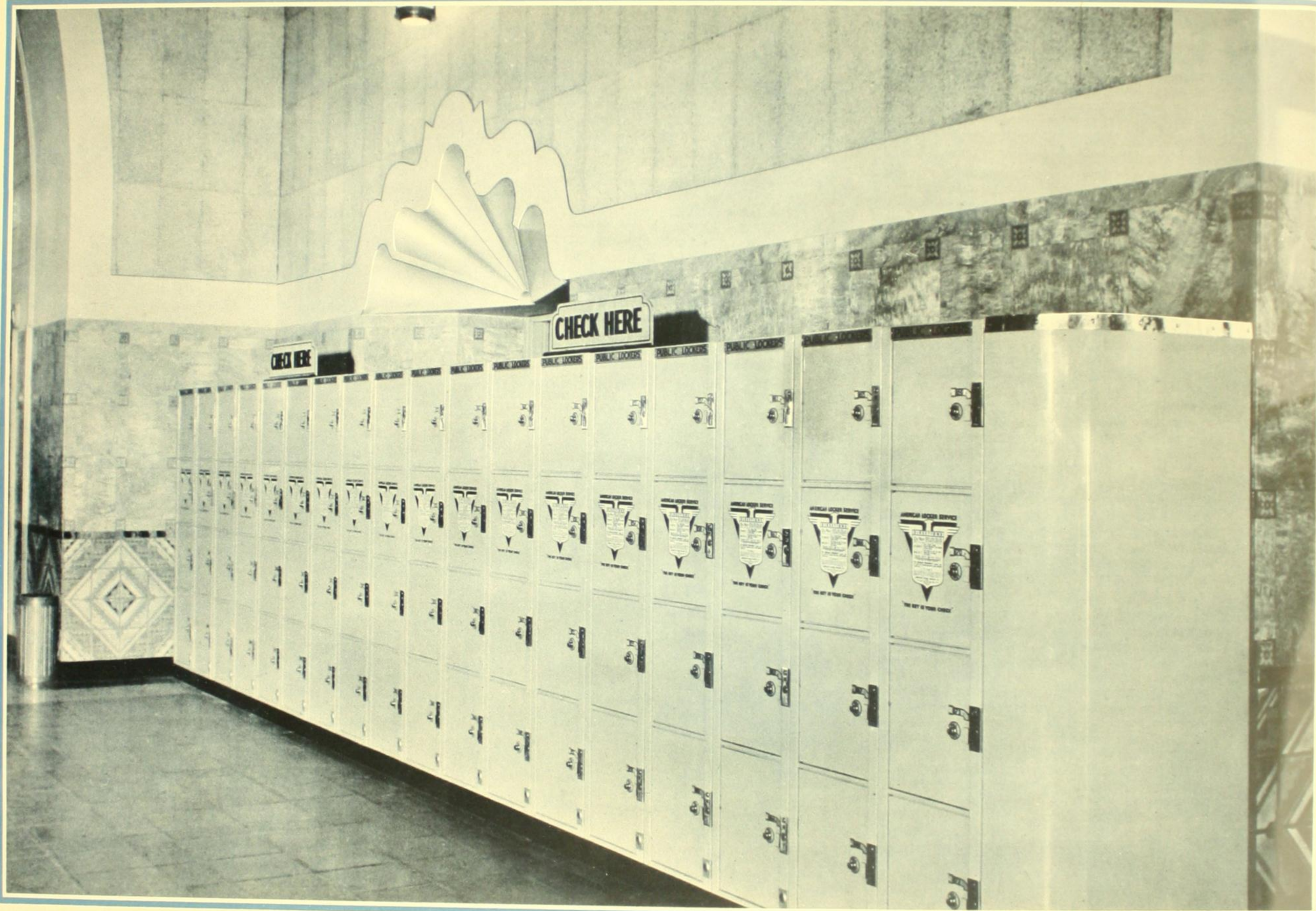
THE AMERICAN LOCKER COMPANY takes pleasure in presenting this limited edition of RAILROAD AND BUS TERMINAL AND STATION LAYOUT to the leading executives and technical men in the transportation field.

The compilation of material for this volume has involved considerable research and much consultation. It is divided into three parts, — Railroad Stations, Bus Stations, and American Locker Service. Through the use of sixty-two typical cases, Part I and Part II give a nationwide cross-section of terminals and stations. Each case describes in photographs and text the city and station with their rail or bus traffic problems and gives a technical summary of structural details, with floor plans.

For those who may be charged with erecting new stations or renovating old ones, these floor plans, technical details and background information provide a practical basis for comparison and a useful reference source. American Locker Service is an integral part of transportation and the American Locker Company believes that in planning new or renovated stations Parcel Checking Lockers should be included.

It is with the sincere hope that transportation's chief executives, engineers, architects and technical men will find it of value when planning new or remodeled stations, that the American Locker Company publishes this first volume of RAILROAD AND BUS TERMINAL AND STATION LAYOUT.

THE AMERICAN LOCKER COMPANY acknowledges with appreciation the valuable assistance and information furnished by transportation executives, architects, engineers and publishers. Special recognition is given to *Modern Bus Terminals and Post Houses* — a book by Manfred Burleigh and Charles M. Adams; likewise to *Bus Transportation*, *Railway Engineering and Maintenance* and *Railway Age* magazines.



RENOVATED UNION STATION AT ST. LOUIS

Owned and Operated by the
Terminal Railroad Association of St. Louis

IN September, 1944, the St. Louis Union Station celebrated its 50th Anniversary, marking a half-century of yeoman service to over 16 railroad and transportation lines served by its facilities and those of the Terminal Railroad Association of St. Louis which owns and operates the Station.

The Association, celebrating its 55th Anniversary, and the Union Station its 50th, have been intimately joined in mutual interests and activities since 1894. Their parallel development has been responsible in no small measure for the establishment of St. Louis as the hub of the country's vast railroad network. This is a fact of great importance in the commercial and industrial development of St. Louis and the United States in the past fifty years.

Today, St. Louis, with a Metropolitan District whose 1940 population exceeded 1,367,900, and whose retail sales were greater than \$506,851,000, is one of 33 industrial areas accounting for over half of the manufacturing in the United States. Employment of wage earners in St. Louis plants was 79% greater for 1943 than for 1939, the output of manufacturers representing over 52% of Missouri's total production.

Food is the leading industrial group, with chemicals a close second. In the wholesale field also St. Louis is high on the list with a 1939 volume of \$1,164,102,000, representing 51% of the State total.

War-time passenger traffic has made vast demands upon the services of every railroad in the country, and in direct proportion upon the facilities, comforts, and conveniences offered by their passenger stations.

Remodeling Necessity Foreseen Before War

Even before the imposition of this multifold burden upon the great focal point of railroad traffic that is the

St. Louis Union Station, the acumen of the Terminal Association's President, Mr. P. J. Watson, Jr., forecast the necessity for a sweeping and drastic remodeling and renovation project for the Station. His visualization of requirements, and his supervision, coupled with that of the Terminal's Chief Engineer, Mr. H. Austill, have accomplished a most progressive step in the cementing of goodwill between the using railroads and the traveling public.

From the comparative standpoint of the number of railroads using its facilities, the St. Louis Union Station is undoubtedly the leader in the world, with sixteen railroads moving more than 200 passenger trains in and out of its 42 stub-end tracks daily. Through the station in 1944, 100,000 people passed most every day. "It is generally acknowledged in railroad circles that none is more efficient or convenient for the traveler."

These impressive figures and the many economic, sociologic, and historical factors which contribute to their being, are indeed a far cry from the conditions which obtained in St. Louis in the 70's of the past century.



Eads Bridge —

A Spectacular Engineering Feat

On July 4, 1874, the St. Louis Bridge and Tunnel (better known as Eads Bridge) were opened for use, forging the first of many links which were destined to establish St. Louis as an outstanding railroad center, and pioneering many similar crossings and equally venturesome undertakings so essentially a part of our unequalled transcontinental railway systems.

Construction on the Bridge was commenced in 1867 under the supervision of Capt. John Buchanan Eads, an engineer well versed in his profession and with an intimate first-hand knowledge of the Mississippi River's treacherous character. Much trouble was experienced in the seven years' construction — opposition from the "ferrying interests", Federal interference, "bridge disease" as the "bends" suffered by the sand-hogs was then known, the river's uncertain temper, a havoc-wreaking tornado in 1871 . . . but finally Eads Bridge was completed . . . "a magnificent structure", 6442 feet long.

It was a glorious hour of triumph for Captain Eads and his foresighted associates who for seven years had faced the ridicule of lesser men who pronounced the scheme as fantastic — even impossible.

While the Bridge was in process, the Tunnel was started (1870) . . . a mile-long, double-tracked way terminating near the Union Station. This second spectacular engineering feat eliminated the hazardous inconvenience of routing trains through the city streets.

Troubles were not yet at an end. Important Eastern railroad lines with whom the Bridge Company had contracts refused to use it, stating that as Illinois corporations their franchises would not permit operation

in Missouri; and the Bridge Company's charter would not allow operation of a railroad in either Missouri or Illinois. For a year not a single railroad car crossed the Bridge. Today, every day, 2000 freight cars and 24 passenger trains use the Bridge and Tunnel.

In 1875, a company was formed to build a Union Depot for passengers at 12th and Poplar Street. The Missouri Pacific and Wabash Railways had become lessees of the Bridge by this time, and in 1886 the Jay Gould interests who controlled those railroads bought out the original holding companies.

Jealousies, suspicions, and complaints of preferential treatment for the Missouri and Wabash roads in connection with the use of the Bridge and Tunnel immediately arose from competing lines. This intolerable situation endured for three years.

Terminal Association Founded by Cooperation of Competitors

In 1889, Dr. William Taussig, President of the Bridge and Tunnel Companies, made a revolutionary proposal: Competing railroads should cooperate on the basis of community service and mutual welfare — they should form a company to "take over all properties and facilities and operate them under joint ownership." The Association was to be a non-profit concern, operating at cost, and no member-owner was to receive any remuneration from the business. Cost was to be shared "on the basis of proportionate use of the Bridge and terminal facilities."

Thus was founded the Terminal Railroad Association — a typical example of the American spirit of progress — and today, some 70 years later, its vastly increased operations are carried on in the same spirit.

The six original participating members of the Association were: Ohio & Mississippi (B&O, SW); Cleveland, Cincinnati, Chicago & St. Louis (Big Four); Louisville & Nashville; Missouri Pacific; St. Louis Iron Mountain & Southern; and the Wabash Railway.

Two issues of bonds were floated, the first, of \$7,000,000, in 1889 bought out the Gould interests and paid for general improvements. The second in 1894 (\$5,000,000) was issued to pay for the construction of a new Union Station within which a consolidation and integration of all passenger traffic of the Eastern and Western lines was to be effected.

Station Built on Prize-Winning Plan

As far back as 1890, it was clearly seen that the Station at 12th and Poplar Streets would soon prove inadequate for future requirements. A site was chosen for the new station on Market Street between 18th and 20th Streets. At that time, as today, no passenger train of any railroad operates through St. Louis; they all terminate there.

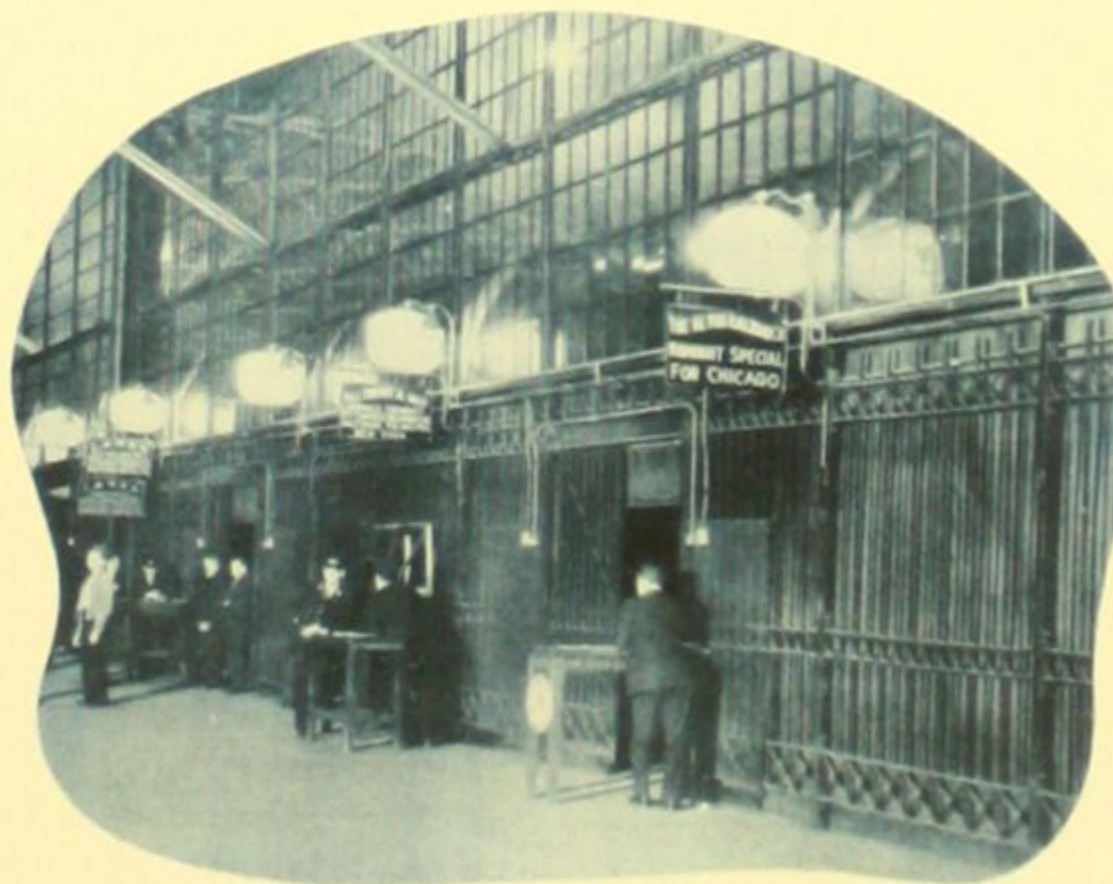
This fact, coupled with topographical restrictions on approaches to the city, dictated that the new station be of the "Terminal" rather than the "Through" type.

From the eight plans submitted in a competition in which ten architects from all over the country were invited to join, that of Mr. Theodore C. Link, a St. Louisan, was selected, and he was awarded the first prize of \$10,000.

Cornerstone for the splendid new Union Station was laid July 8, 1893. Fourteen months later on September 1, 1894, the edifice was completed — and at 1:45 A. M. the first train entered the mammoth train shed which was twice the size of the one in Boston, up to that time the largest in the world. One further addition was made to the station after completion in 1894. The Terminal Hotel was erected immediately adjoining the west side, conforming perfectly with the Station architecture.

Outwardly, Union Station's massively beautiful structure of Romanesque lines and Mediaeval grandeur, has changed but little since 1894. Designed to satisfy not only the present requirements but those of future traffic conditions, it was deemed fantastic at that time, both in size and cost of \$6,500,000. But ten years later, to handle increased traffic due to the 1904 St. Louis World's Fair, changes were made within, practically doubling its capacity.

The Union Station's interior appointments rivalled in their magnificence the regal aspect from without. It was more like a palace than any railroad station to which most people were accustomed. The Grand Hall, on the second floor, was resplendent with a tremendous chandelier of many lights, which accentuated the hand-



Old Ornamental Iron Fence and Gates

some frescoes and arches in greens, yellows, and gold which adorned the Hall. The Gothic Corridor with gracefully vaulted ceiling, the sumptuous waiting rooms, and the oak-panelled main dining room combined with the floors and walls of marbles gathered from the four corners of the earth to excite the most unstinted praise from all who saw them.

A Seventy-Million-Dollar Investment

The new Union Station was the pride of the Terminal Association and the citizens of St. Louis.

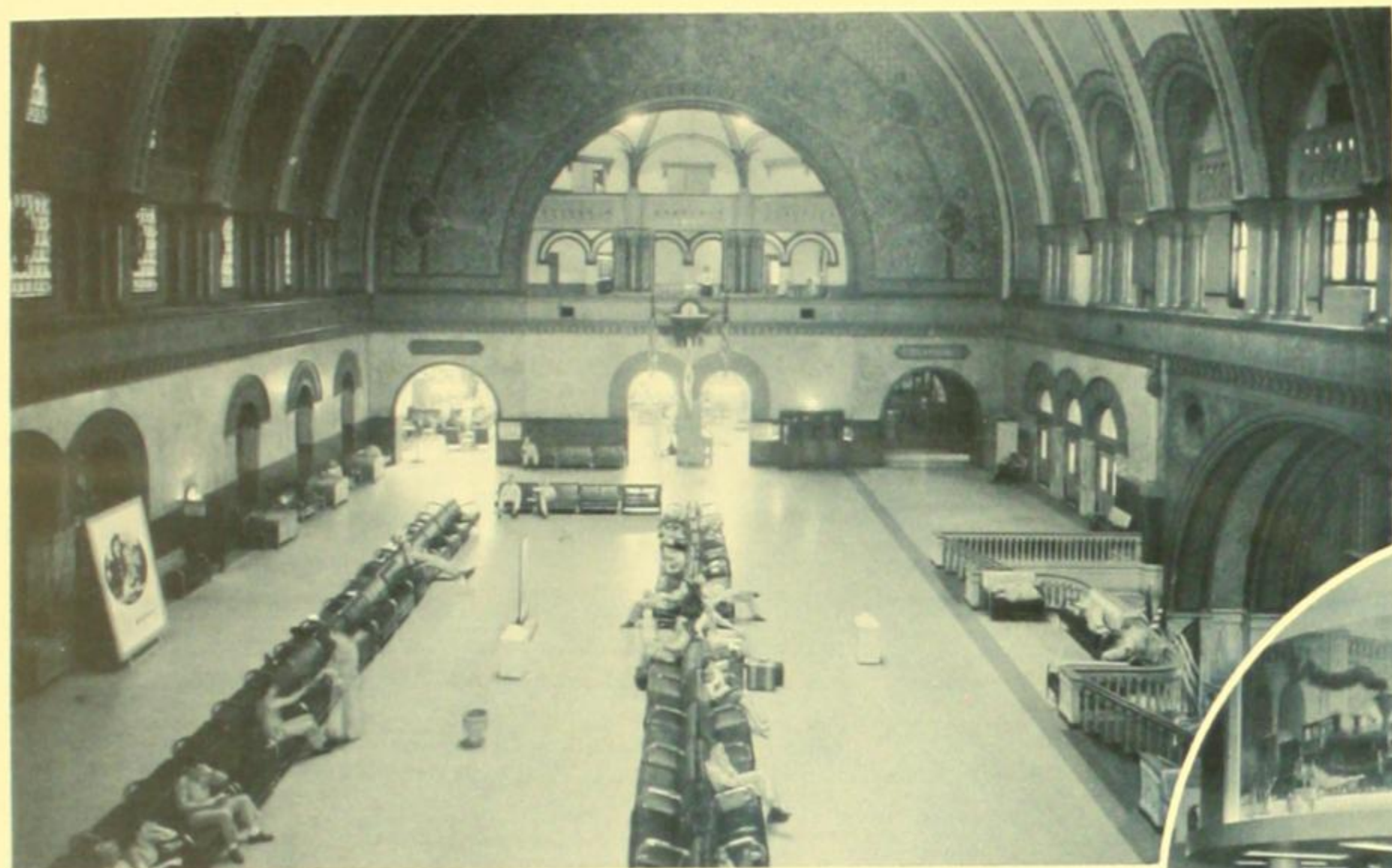
This Station — veritably a city within a city — is a unit in the largest Terminal system in the world. The Association has an investment of better than \$70,000,000 in its many Terminal facilities — tracks, freight stations, fuel and water points, engine houses, icing stations, etc. — and in 1944 handled 71,744 passenger trains carrying more than twenty-four million passengers. For purposes of make-up, break-up, classification, separation, and transfer of the components of this staggering volume of traffic, 400 miles of trackage are in daily use. Payrolls of 5000 employees approximate the twelve-million-dollar mark, while 1944 taxes to St. Louis, city and county, and counties and towns in Missouri and Illinois exceed \$1,000,000.

The value to the community of this huge system, of which Union Station is so important a part, cannot be denied. Competition among participating roads is kept alive, for through the Terminal's facilities, all railroad lines thus virtually pass the shipper's door, permitting him free choice of route for his merchandise. Community development is not hampered, for the city is unencumbered by the individual tracks and accessories of the 16 railroads entering St. Louis. "The Terminal Association of St. Louis has been the greatest community asset possessed by the business interests and people of St. Louis. No other city has its equal."

A Tribute to Progressive Ideals

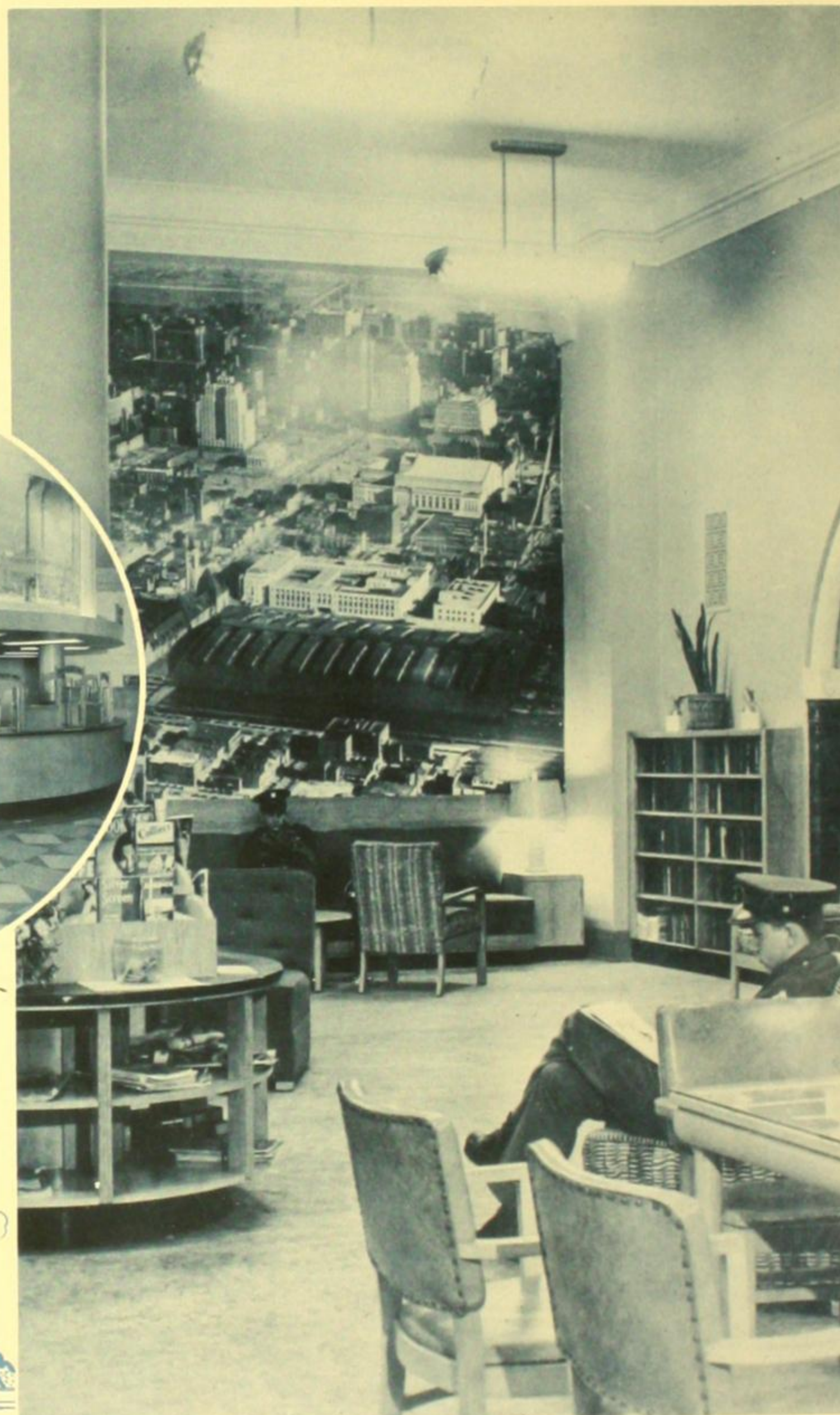
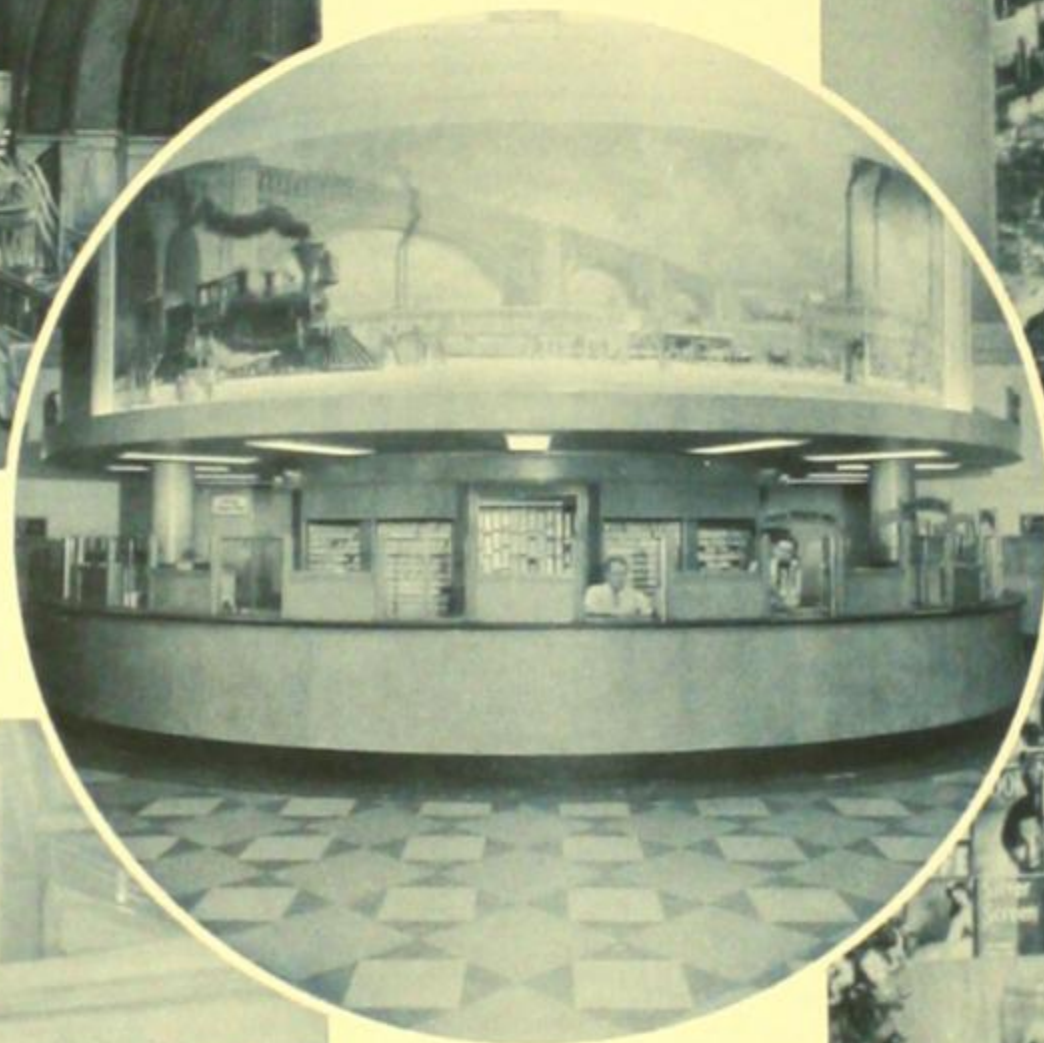
And among the greatest assets of the Association is the Union Station. Particularly since its modernization program, no one can enter this magnificent passenger station without experiencing a thrill of appreciation. Everything has been done, or is in process of completion for the comfort and convenience of the traveler.

The Union Station stands not only as a monument to efficiency and vision, and a tribute to the foresight and executive capacity of its present operators, but as an accolade to the men of St. Louis and elsewhere, whose progressive standards and forward-looking ideals fifty years ago were responsible in large measure for creating the solid foundations upon which are built today's astounding performance of America's Railways under War-time conditions.



The Second Floor Waiting Room

*The Modern
Ticket Office*



A Corner of the USO Lounge



Section of the Main Waiting Room

PHOTOS BY SIEVERS, ST. LOUIS





The Midway Looking East



The New Train Gates



Eighteenth Street Exit from Midway



PHOTOS BY SIEVERS, ST. LOUIS

The Midway Looking West





The Pullman Reservation Office

The Information
Office for All
Railroads



PHOTOS BY SIEVERS, ST. LOUIS



RENOVATED UNION STATION AT ST. LOUIS

*Owned and Operated by the Terminal Railroad Association
of St. Louis*

ST. LOUIS, MISSOURI

Population 816,048

Supervision: PHILIP J. WATSON, JR., President. Terminal Railroad Association of St. Louis.

H. AUSTILL, Chief Engineer, Terminal Railroad Association of St. Louis.

General Contractors: H. B. DEAL & CO., INC., St. Louis, Mo.
DESIGN, INC., St. Louis, Mo.

Using Railroads: The Alton Railroad Co.; Baltimore & Ohio; Chicago, Rock Island & Pacific; Chicago & Eastern Illinois; Chicago, Burlington & Quincy; Illinois Central; Louisville & Nashville; Missouri-Kansas-Texas Railroad; Missouri Pacific; Nickel Plate; Pennsylvania; St. Louis-San Francisco; Southern; Wabash; St. Louis Southwestern; New York Central.

The tremendous remodeling and renovating project which over a period of years has transformed the St. Louis Union Station into one of the most modern and up-to-date terminals in the world, has been correctly termed the most outstanding job of "face-lifting" in railroad stations in many years.

Truly, as has been said by an eminent railroad authority, the newly modernized Union Station "is undoubtedly first, not only in the United States, but in the world".

Structural Details and Facilities

The accelerated pace of life and the increase in travel of the fourth decade of this century, producing as they did great forward leaps in improved passenger train equipment and service, soon made it inevitable that the facilities and conveniences, which had been adequate for former years, would soon lag far behind the other improvements in passenger service.

Early in 1942, plans were prepared to improve the various public facilities as it was possible and practical to do so. The Union Station has, at one point or another in its two-block length, every possible facility for the benefit of the traveler, from boot black stands to writing desks, and a Nursery!

The Terminal Association began operations with a renovation of the ticket selling facilities to meet the increased demand which had already taken place, and to be ready for the forecasted increase. (1,494,642 were sold in 1944.)

A new Ticket Office was relocated in the center of the Station on the south side of the Main Waiting Room, adjacent to the Midway or Train Concourse, into which the agent's office, cage and vault

project in a brick extension. When completed, the office at the east end of the Waiting Room was demolished, the space thus acquired being added onto the Main Waiting Room.

A beautiful open-top counter of semi-circular shape, with a radius of about 18', forms the business end of the office, providing space for sixteen selling windows, each equipped with glass wickets which can be closed when unattended. The facing of the counter to top level matches the Flemish Oak finish of the Main Waiting Room.

Over the counter, a semi-circular canopy, supported at each side-front by a pillar, extends out to the edge of the counter. The under surface is provided with flush-set fluorescent lighting fixtures. The face of the canopy is also Flemish Oak finish.

Above the canopy, and set back, a large and beautiful mural occupies the whole front of the semi-circle. The mural depicts a river-front scene of early St. Louis days, and shows a bell-stacked, wood-burning locomotive in the foreground with its traditional black plume of smoke. In the middle distance are a side-wheeled and a stern-paddle river boat, while in the background, Eads Bridge runs majestically off to the far shore. Flat, fluted columns frame the mural,

and are again repeated along the sides back to the south wall of the Waiting Room.

The mural is illuminated by lighting at its base, concealed by the coping. This lighting also serves to throw into stark relief large cut-out letters spelling TICKETS along the side-edges of the canopy.

Over the east and west faces of the Ticket Counter new Western Union clocks have been placed, tastefully displayed in Flemish Oak cases.

The Main Waiting Room

During the progress of the ticket office construction, the Main Waiting Room underwent many important renovations, in keeping with the new work. A new floor of asphalt tile of three colors in geometric pattern was laid, blending harmoniously with the modern treatment of the walls, ceiling, lighting, and furniture. The scagliola-covered columns which support the floor of the Grand Hall or Second Floor Waiting Room, have been faced with Flemish Oak, as have all counters, booths, and concession locations throughout the station.

The walls retain their marble wainscoting and bases; upper portions have been finished in gypsum tile blocks of acoustic qualities.

The ceiling of the Main Waiting Room, formerly broken by two "light wells", has been made solid, as is the floor of the Grand Hall above. It has a plaster finish with simple color designs and decorative motif.

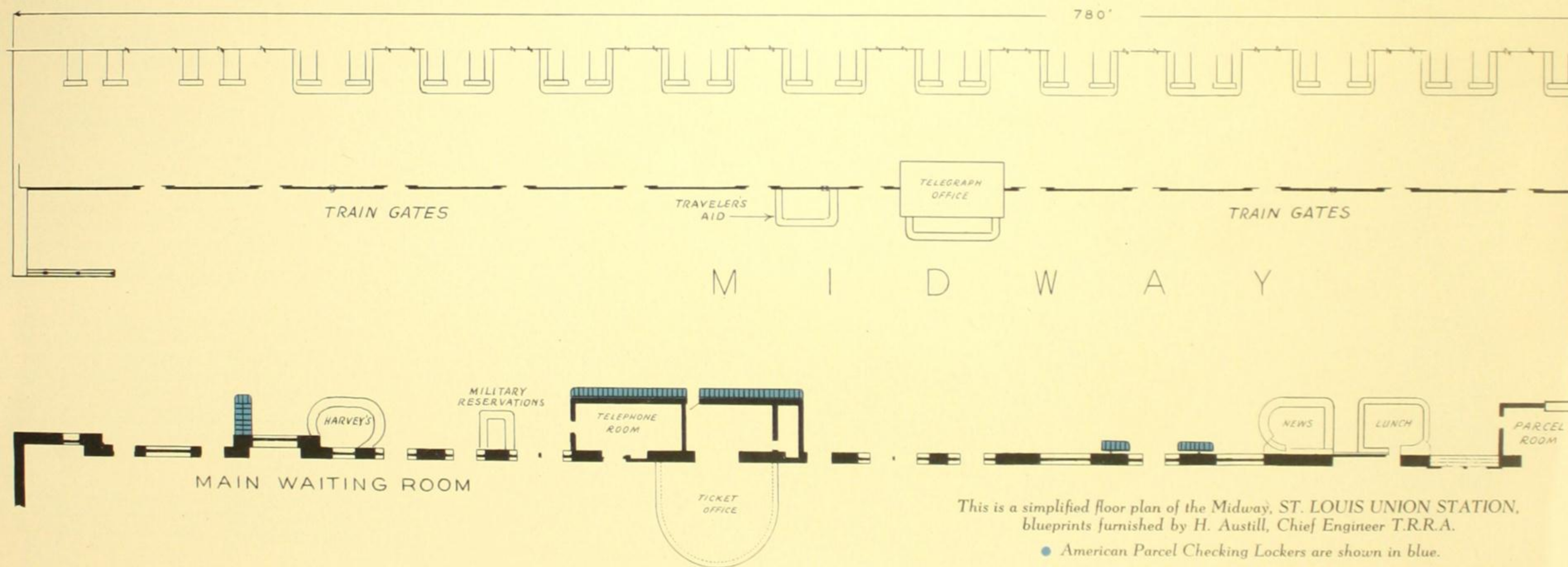
Lighting is furnished by flush-type fluorescent fixtures in the beams, or by modern design pendent fixtures.

Modern benches of natural finish oak replace the original ones set in place in 1894.

Space formerly utilized by the old ticket office at the east end was given similar decorative treatment.

Restaurants and A Cafeteria

At opposite ends of the Waiting Room, the Restaurants and a Cafeteria are located. These were completely redecorated as to walls and ceilings, a new floor covering was laid, and many other improving alterations made. Murals around the walls of the Restau-



rant are pleasingly executed, and the new style tables, dark stained chairs with leather upholstery, and other equipment all carry on the traditions of one of the country's largest restaurants. In 1943, the St. Louis Union Station Restaurant served over 2,714,000 patrons.

A new Shoppers' Mart operated by Fred Harvey was recently completed and is now serving the traveling public, where last-minute purchases of many kinds can be made before boarding trains.

Grand Hall Waiting Room, Women's Lounge, and Nursery

Access to the Grand Hall or Second Floor Waiting Room, is by way of a fine, broad staircase, passing beneath the famous forty-foot Whispering Arch—a whisper on one side can be distinctly heard on the other.

A solid terrazzo floor has been installed here, and the entire large area is hospitably furnished with modern tubular-frame, chromium-finish settees with leather upholstery, and with writing desks.

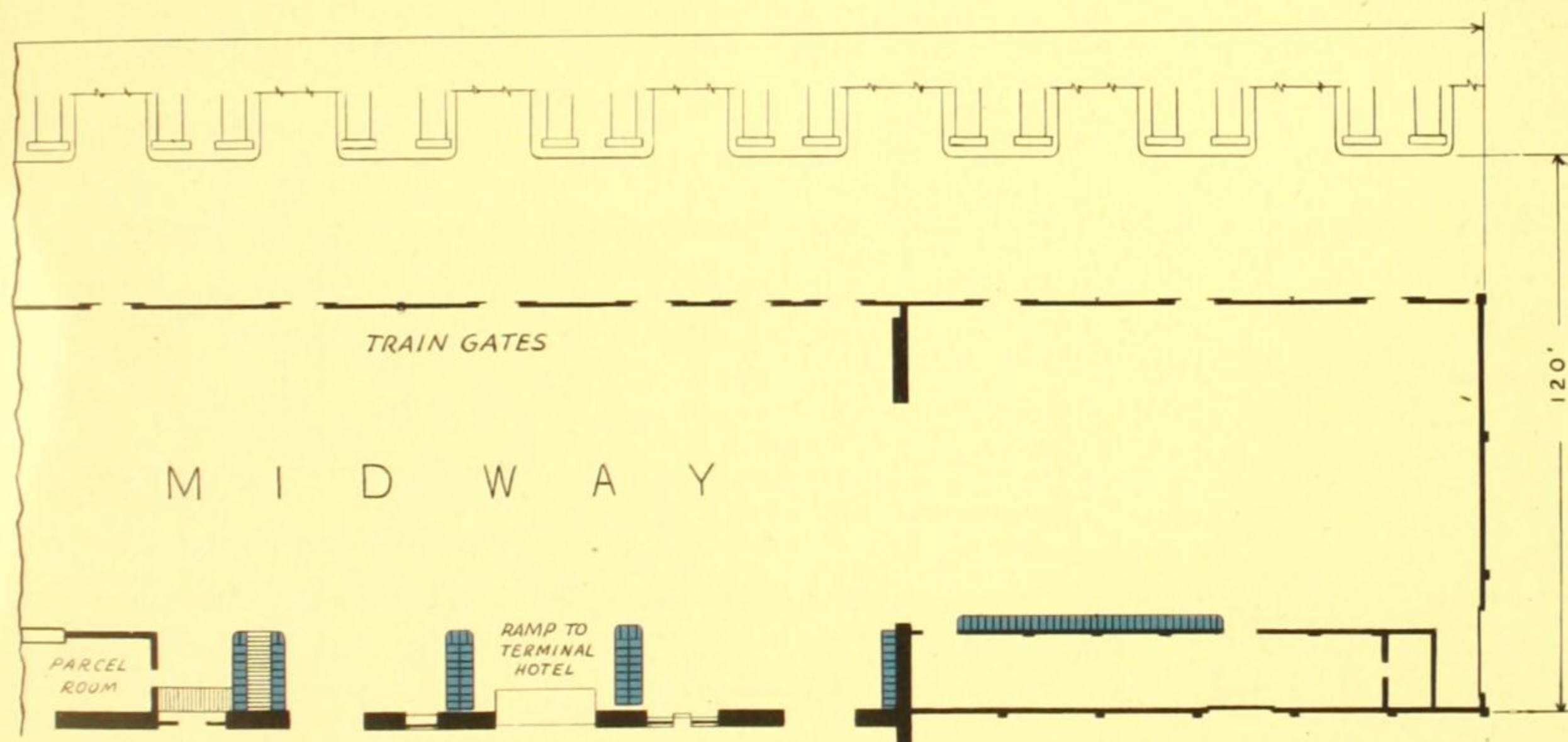
The original chandelier still reflects glory upon the beautifully arched and frescoed ceiling with its green, yellow, and gold designs.

The west end is devoted to a USO Lounge and Canteen, where Service men and women can relax or read the latest periodicals, in comfortable easy chairs and davenports.

The east end of the room has the Women's Lounge and Powder Room, which has also been redecorated and refurnished. The north-east corner of the Lounge contains an innovation which is unique in Passenger Station facilities—a Nursery, where traveling mothers and their children receive the best of care and attention. It is staffed by members of the American Women's Voluntary Services under the supervision of Travelers' Aid. There is a Milk Bar here, where formulae can be made up, heated in sterilized bottles, and cooled by refrigeration. Of course, there are clean, attractive cribs for the sleepyheads, and play pens for more ambitious young travelers.

The Train Concourse is Renovated

Late in 1942, work was started to improve the Midway or Train Concourse. This tremendous area, 780' x 120' in extent, acts as the connecting link between the mammoth Train Shed and the Station proper. It reaches from 18th Street on the east to 20th Street on the west, and with its modernized and up-to-date facilities acts as a third huge waiting room for travelers.



One of the first great improvements was the removal of the old 1894 "prison-bar" gates and fence which separated the Midway from the forty-two stub-end tracks. The steel frame and glass upper construction were retained.

Replacing the gates and helping to keep dirt and train smoke out of the Midway, a modern partition of gypsum hollow tile, faced with plaster and finished with a special wall coating, was erected. The finish of the completed wall is Flemish Oak in character, harmonizing with the woodwork finish in the station proper.

Large plate glass windows cut the wall, and wide sliding glass doors with circular glass panels permit ample traffic to pass through, to or from the trains.

The former large light bowls have been replaced by lighting fixtures directly focused on track designation numbers and clocks showing the departure times of trains.

In 1894, a concrete floor had been laid down which had settled in many places, with a consequent uneven appearance and many depressions. The cavities were filled in by pumping cement grout by compressed air through holes in the floor. A new terrazzo floor was installed.

The entire central expanse of the new floor is unbroken by any booth, counter, or other facility, except for the new benches of modern design, thus leaving ample aisles on both sides of the long row of benches, which have plenty of space between them.

Lighting is furnished by cold cathode tubing in two long ribbons of continuous light, one on the north and one on the south sides of the Midway, stretching from the east end to the west. In addition, many directional signs are slung from the transverse trusses, designating locations of various facilities.

A new public address system has been installed at the Information Booth, with speakers strategically located throughout the Midway and other important points within the station proper.

The Information Booth is located on the south side of the Midway against the new Train Shed wall, right in the center. It is a counter, finished in the approved style, with information clerks in attendance. Behind it is a built-in bulletin board announcing the arrival times of inbound trains, and showing track numbers and departure times of outbound trains.

Parcel Checking Facilities Improved

On the north side of the Midway have been relocated a number of news stands, luncheonette, and other concessions. Here also are the entrances to the station proper (Main Waiting Room), to the Restaurants, to the Terminal Hotel at the western end, the extension of the Parcel Room, and hundreds of self-service luggage checking lockers.

The capacity of the Parcel Room in the Midway was doubled in 1943 by rearrangement of the storage racks and extending the counter slightly into the Midway. At the time the new terrazzo floor was laid, the convenient Self-service type of Parcel Checking Lockers were relocated along the north wall.

Over 800 Self-Service Parcel Lockers Available

One unique arrangement of Parcel Checking Lockers has been utilized in this station. At the western end of the Midway, between the stairs to the Men's Room, and the Parcel Room extension, there are 3 peninsular-type installations of lockers. Each peninsula consists of 2 banks, each containing 8 cabinets of 4 lockers, finished at the end with 2 more cabinets with rounded corner pieces. Thus, in each peninsula, there are 72 lockers, including 24 designed for over-size luggage. These peninsular installations are directly opposite Tracks 11 to 15, inclusive.

Near the 20th Street end of the Midway, opposite Tracks 3 to 8, there is a long bank of 136 lockers, and near the Baggage Room, 40 more. Further east, just beside the entrance to the Restaurant, there are 44 lockers. The south wall of the Ticket Office and Telephone Room extension provides space for another long bank of 172 lockers, and at the east end, just beside the entrance to the East Waiting Room, another peninsular installation of 56 lockers has been located.

Lockers of this type have also been installed in other parts of the Station, as in the Grand Hall Waiting Room, near the USO Lounge, and near the Women's Lounge.

The locations of the lockers have been well chosen from the viewpoint of the traveler. Each group of lockers has been placed at a strategic point where a main traffic flow occurs. They are convenient to the various tracks, or to the Waiting Room, the Rest Rooms, or Restaurants.

A Distinct Innovation for Terminals Is Created

The Information and Pullman Reservation Room occupies an area about 69' x 32' on the Balcony elevation directly over the 18th

Street entrance. It is air-conditioned, sound-conditioned, and lighted by fluorescent ribbons. It is the clearing house for all Pullman, coach, and chair car reservations made in any ticket office throughout St. Louis. It acts as agent for all railroads using the Terminal facilities, without charge to the passengers.

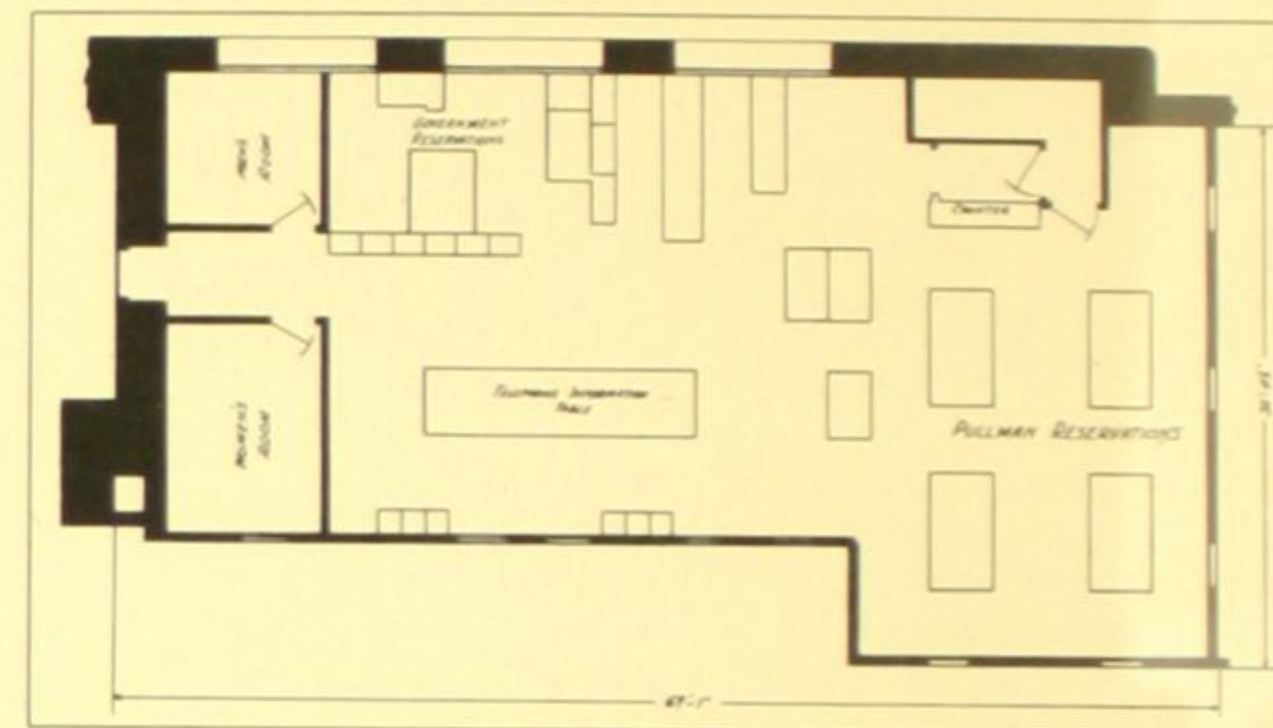
Over one hundred employees are required to operate this room and its services.

The Reservation Bureau has four tables with cases designating name of railroad, train number, car number, and destination of car. Eight telephone lines reach each table from the Railroad Association. There are also phone connections direct from the Station ticket office and other ticket agencies in the City, as well as from outside public telephones. In this manner, the control and sale of reservations for the large number of railway lines in the Terminal are co-ordinated.

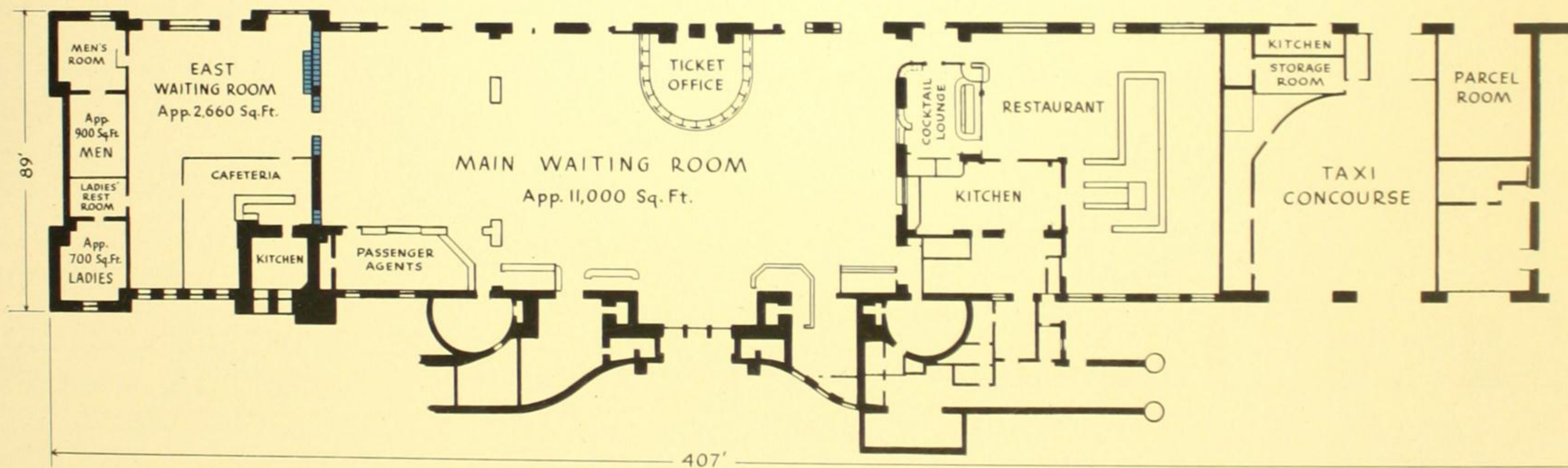
The Telephone Information Bureau is also located in this Room, and has one long table with twelve positions and twelve lines.

The flooring is linoleum in a mottled tile pattern; walls are light painted plaster, and ceiling is covered with acoustic board. Air-conditioning is installed. Lighting is fluorescent.

This mighty project of improvement and renovation was continued by modernization of the Men's and Women's rest rooms, and the Kitchen of the Fred Harvey Restaurant. The work that the Terminal Association has done in St. Louis is brilliantly conceived and masterfully executed. Today, if never before, the St. Louis Union Station clearly holds "a position of eminence among the great passenger stations of the world".



Plan of Information and Pullman Reservation offices from blueprints furnished by H. Austill, Chief Engineer, T.R.R.A.



Main Waiting Room Area running parallel to the Midway in the ST. LOUIS UNION STATION, from blueprints furnished by H. Austill, Chief Engineer T.R.R.A.

• American Parcel Checking Lockers are shown in blue.

RENOVATED STATION MISSOURI PACIFIC RAILROAD

Wichita, Kansas

DURING 1941, in order to meet the requirements which arose as the result of increased passenger traffic, and to improve its service generally, the Missouri Pacific Railroad turned its attention to effecting a number of far-reaching modernizations in several of its passenger stations.

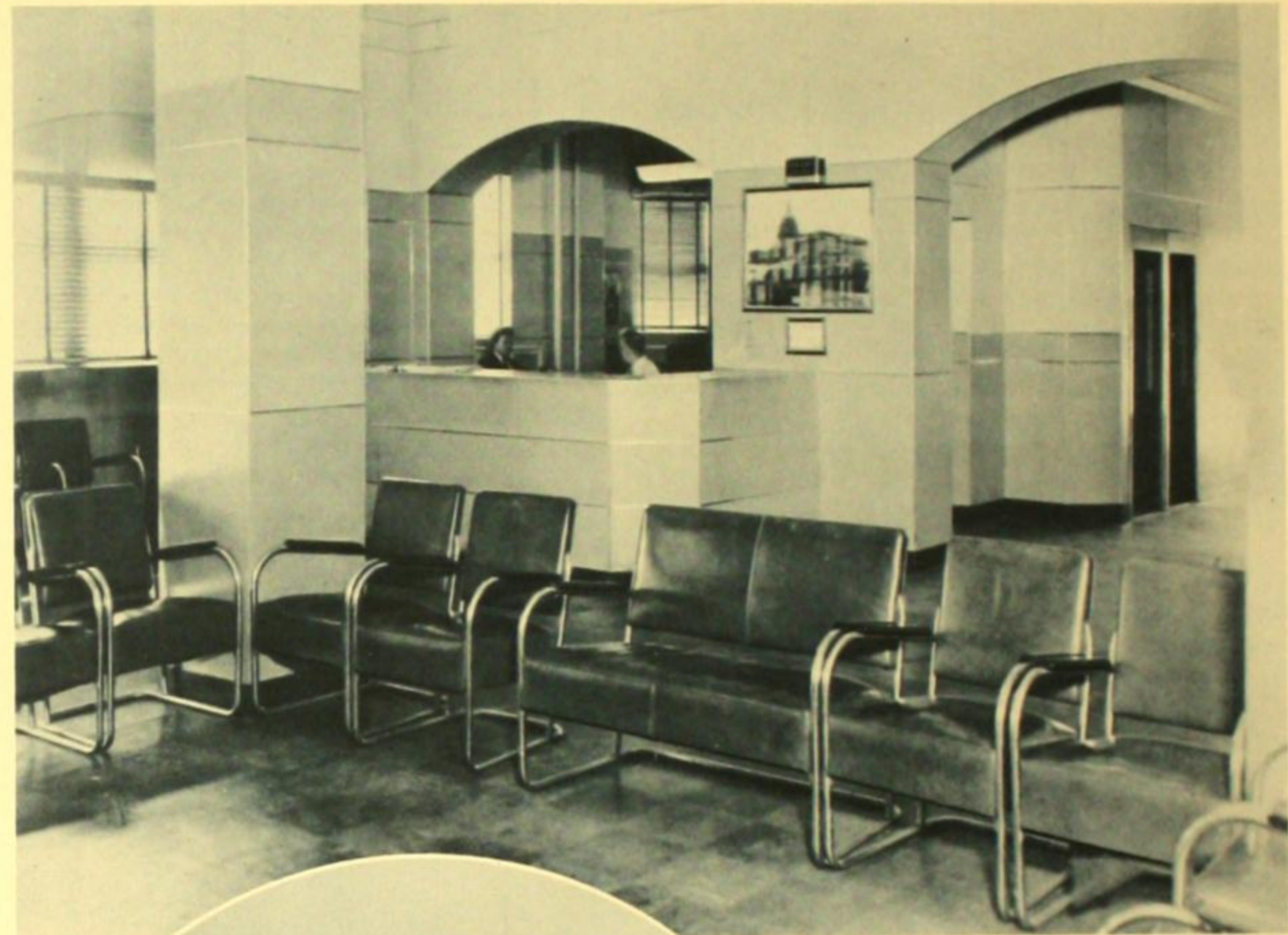
Among these stations was the railroad station at Wichita, Kansas.

Wichita, whose population in 1940 was 114,966, now numbers about 174,000, a mushroom growth explicable for the most part by the rapid development of aircraft and other wartime industries. Today, Wichita ranks first among Kansas cities in retail sales and in wholesaling, and second in manufacturing, retail sales for 1943 averaging 110 percent above those for 1939. According to registration figures for War Ration Book No. 2 (1943) the Wichita metropolitan market showed 194,349, representing a gain of 35.6 percent over 1940.

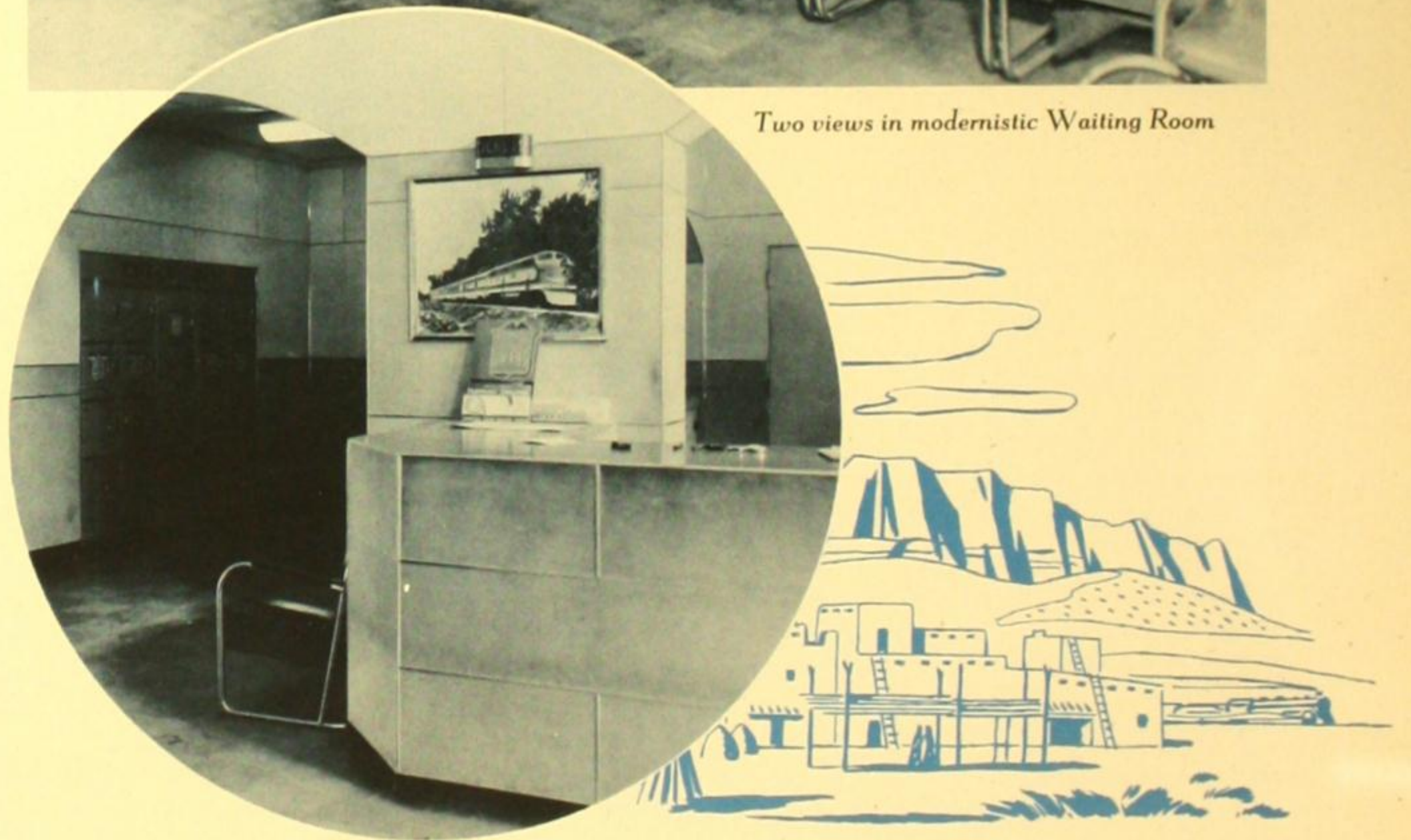
The Railroad's problem, then, in its modernization program was to meet specified needs for each station. At Wichita, as at Warrensburg and Alexandria, work was confined largely to station interiors with a view to improving passenger facilities and consolidating the railroad business offices for greater traveler convenience. At Arcadia and Ironton and at Piedmont, Missouri, new stations were built to replace obsolete structures.

The Wichita station physically was found adequate to meet all traffic needs for the future, including that which would doubtless arise from the inevitable influx of war workers to the Wichita aircraft industry. The necessary improvements, confined to modernization of interior arrangements of the station, provided for future requirements.

This move resulted in a considerable saving over new construction costs and at the same time conserved vital building materials.



Two views in modernistic Waiting Room



RENOVATED STATION MISSOURI PACIFIC RAILROAD

WICHITA, KANSAS

Population 114,966

Architect: A. L. BECKER, under direction of A. A. MILLER, Chief Engineer, Maintenance of Way, both of Missouri Pacific Railroad Co.

In conformity with this railroad's policy of modernizing and making its passenger stations attractive in appearance, at the same time combining utility with maximum economy, the remodeling and refurnishing of the Wichita station has proved eminently successful in meeting the requirements of today's operational demands.

Structural Details and Facilities

EXTERIOR. The original brick construction and finish was chemically washed and colorfully trimmed.

The Main Entrance was brought up to date with new doors and steps. Many old openings, not regarded as necessary, were bricked and refinished. Where interior light was required, these openings were filled in with glass blocks. New approach walks were laid down, and the old-type platform, platform shed, and an unsightly sign were removed.

INTERIOR. The entire interior was modernized both as to decorative finish and furnishings. The area devoted to passenger facilities is approximately 85' x 66'. The Waiting Room itself is about 40' square.

Here, a false ceiling, suspended from 2' to 5' below the original ceiling, greatly improves the appearance and reduces heating requirements. The new ceiling is of ivory-colored insulating panel board in 12" squares, with a 12" border of the same material in a contrasting rose-tan.

Over the existing plaster walls, decorative gray asbestos-cement wallboard was applied, with a green wainscot of the same material, finished with aluminum moulding, replacing the old wood trim.

Four cast-iron columns, structurally necessary, were boxed in and finished like the walls.

Floors were levelled and covered with asphalt tile, in marbled russet and green tones.

The main entrance opened directly into the Waiting Room. To prevent cold air from entering in winter time, glass blocks were utilized to form a vestibule. New type flush slab doors replace the older panelled ones.

Single, double, and triple lounges, upholstered in green, red, and blue have been placed in the Waiting Room for patrons' use.

The formerly enclosed Ticket Office with conventional window has been eliminated. Instead, a modern large ticket counter opens into the Waiting Room, increasing serviceability and adding greatly to the improved appearance.

Modern offices, similarly treated, for the local freight agent, as well as for the passenger agent, open directly into the Waiting

Room. These officials thus come into closer contact with the railroad's patrons.

The lounge rooms for Men and Women, re-located and enlarged to provide extra facilities, have sand-finish plastered walls and ceilings above a 5' wainscot of glazed tile. Floors are ceramic tile. As in the Waiting Room, there is restful, attractive lounge-type furniture in the Women's Room.

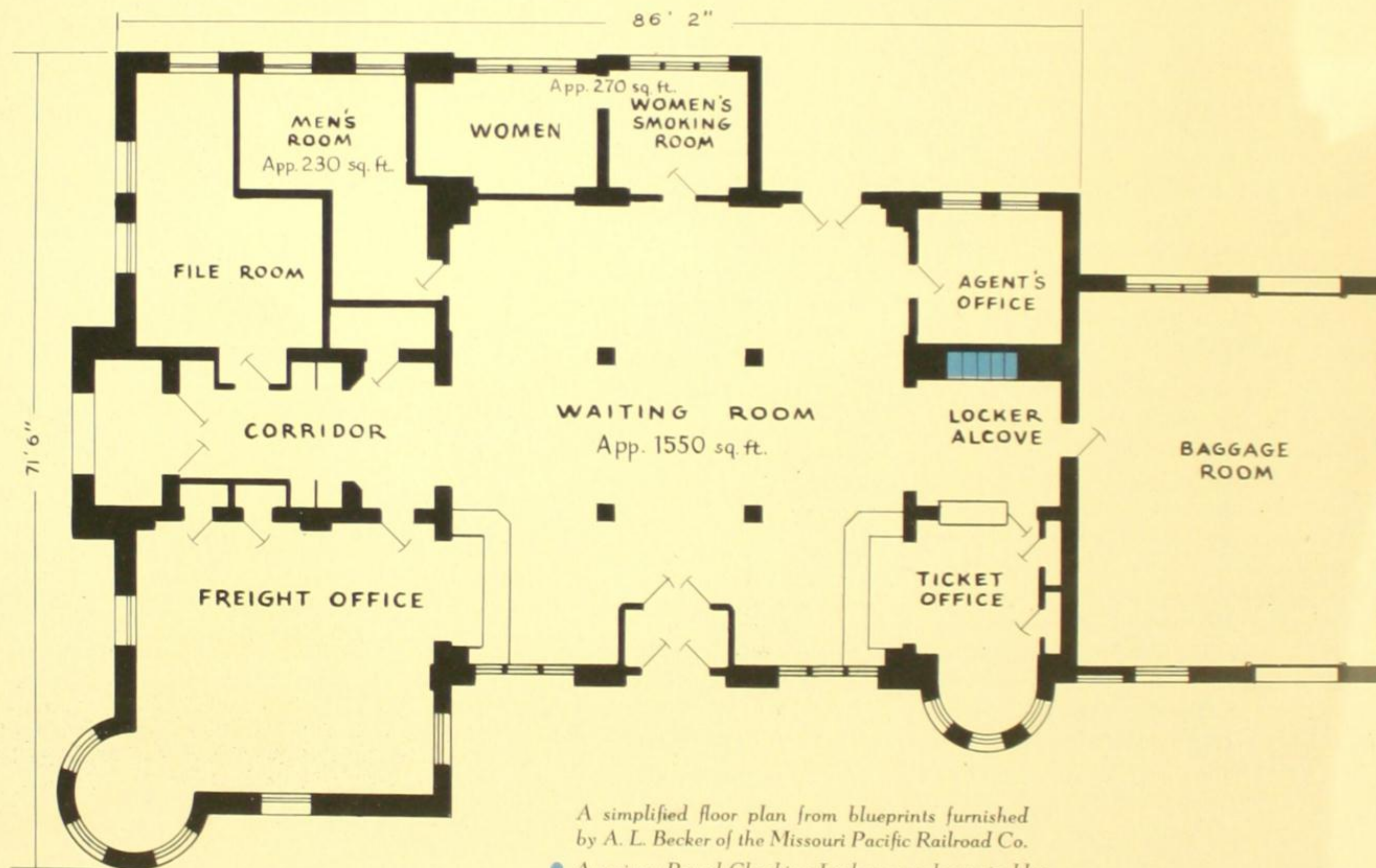
Four telephone booths are readily accessible to the Waiting Room, and conveniently recessed in a corridor, patrons can find Self-service Luggage Checking facilities. These comprise 5 cabinets with a total of 16 standard lockers and 3 lockers designed for oversize luggage.

Illumination throughout the building is by fluorescent lighting.

The old steam heating system, considered adequate after adjustment, has been modernized in appearance by concealment of the radiators in cabinet-type enclosures, harmonizing in finish with the general interior treatment.

The work of modernization was done in this station to meet the specific requirements demanded by increasing traffic. The result has proved most effective in efficient handling and customer convenience due to the improvement and consolidation of facilities.

It is a splendid example of what this railroad has accomplished in many of its stations with modern materials and methods, conserving building materials, with a keen eye to present and future business.



A simplified floor plan from blueprints furnished by A. L. Becker of the Missouri Pacific Railroad Co.

● American Parcel Checking Lockers are shown in blue.

NEW C. B. & Q. RAILROAD AND BUS STATION

Burlington, Iowa

BURLINGTON is justly proud of its beautiful new streamlined railroad and bus station, officially opened on March 28, 1944. The new station occupies a full city block on the east side of Main Street, on the site of the old Union Station (1882) which was destroyed by fire on January 19, 1943.

Because Burlington is so important a factor in war transportation activities — being an intermediate terminal point for three railroads and a motor coach line — it was imperative that the station be rebuilt at once, despite war conditions and the necessity of conserving critical materials.

Ralph Budd, President of the Burlington Line and pioneer railroad builder of international fame, said in presenting the new station to the city of Burlington, "We aimed to build a station in keeping with modern ideas of utilitarianism. It is harmonious with our streamlined trains. It symbolizes the faith the company has in the future of the railroad and in business. It will accommodate more people with greater comfort, and when enlargement is needed, it can be done without marring the station's beauty."

In accepting for the city, Mayor Max A. Conrad bespoke the sentiment of the entire population: "We are immeasurably proud of this great and beautiful edifice. . . . It is in keeping with the progress of our city . . . it typifies the progress of the Burlington Railroad."

"It is a far cry from this magnificent building back to the first station which was built in East Burlington in 1854 . . . a combination station and hotel. We are greatly indebted to the railroad because of the great

benefits it has rendered the city. It is quite possible that, had it not been for this railroad, Burlington might be just a little crossroads village."

Further emphasizing the social and economic significance the press commented: "This new station marks Burlington as a city in which a great railroad has complete confidence. Burlington Route employees and workers in the divisional offices, large repair shops and other services, are among our best citizens. They like Burlington because of the good schools, churches and other facilities that the railroad has helped to provide over its many years of constant growth. The most cordial relationship exists between the railroad and the whole community. Burlington and its travel facilities are still going ahead."

On the west wall of the cheery, unconventional waiting room are several inscriptions . . . milestones in Burlington history:



"Here in 1852 the Burlington and Missouri River Railroad was incorporated."

"In 1855, Chicago, Burlington and Quincy rails from Chicago reached East Burlington."

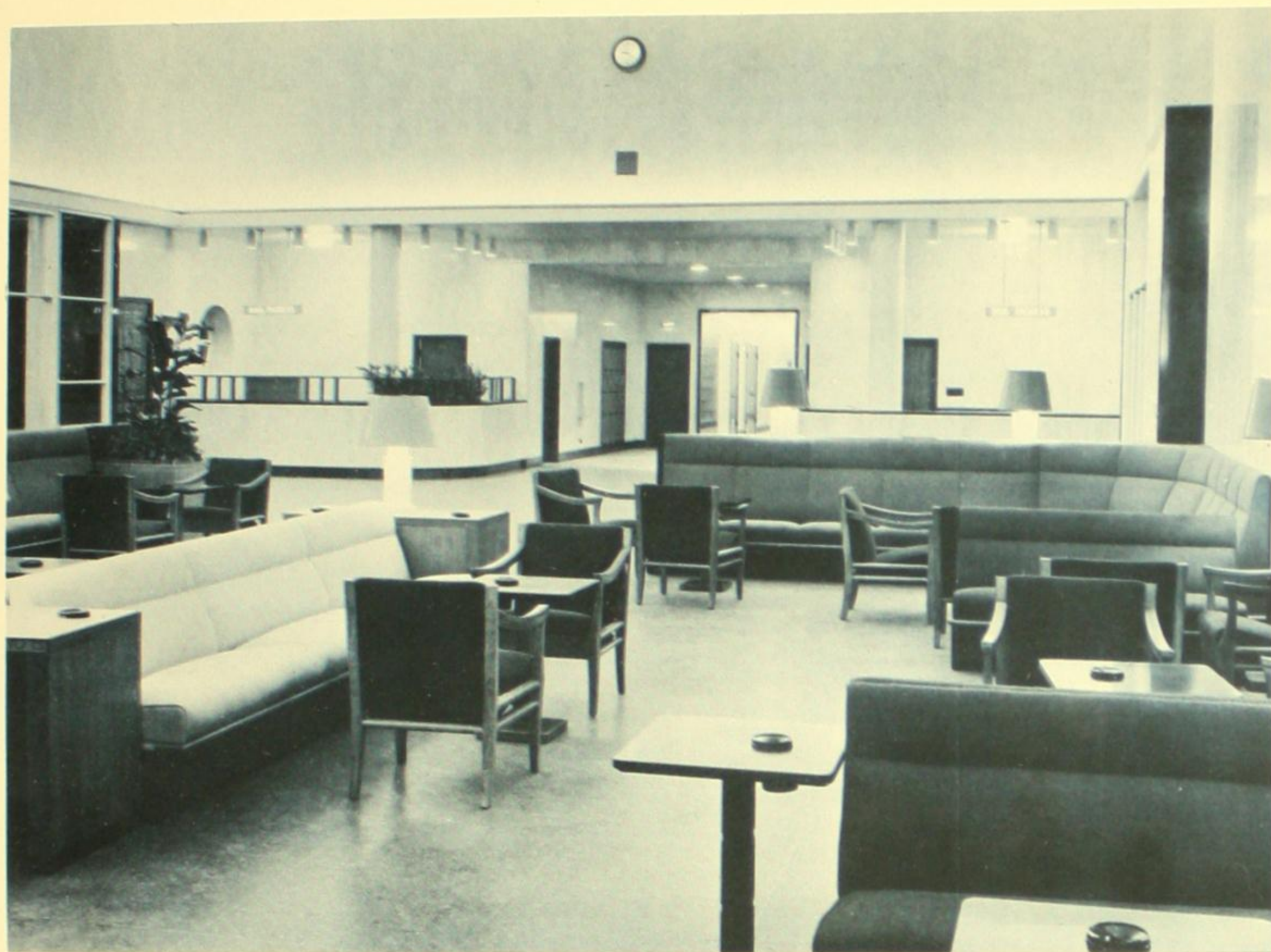
"In 1868 the Burlington Bridge across the Mississippi River replaced the car ferry."

"In 1887 George Westinghouse perfected the air-brake on West Burlington Hill."

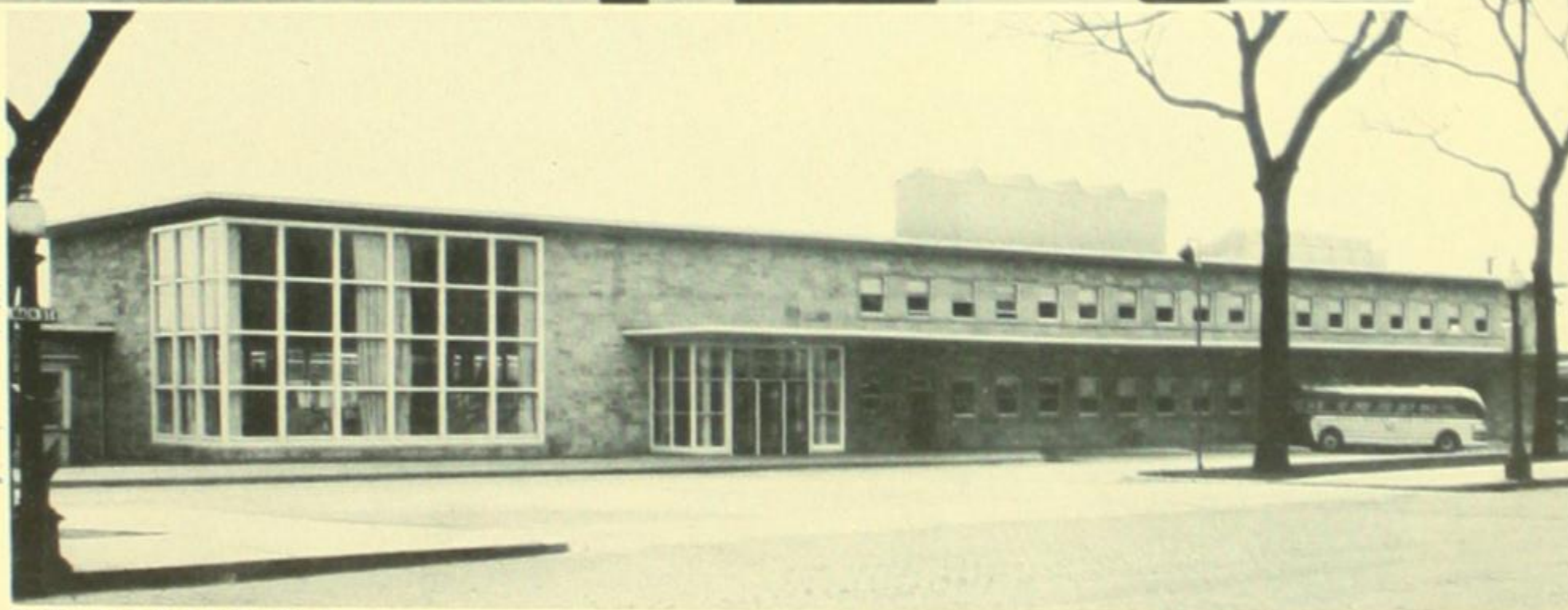
"In 1934 the Burlington Zephyr, first Diesel streamline train in America, was exhibited here, and in 1935 service to St. Louis by the Mark Twain Zephyr was established."

Through the years the Burlington Railroad has operated successfully, from the time of wood-burning locomotives to the coming of passenger Zephyrs and Diesel freight engines. Today this great line is busier than ever before in its history. Despite the lack of new and needed equipment, due to war shortages, the road more than doubled its volume of freight traffic in 1943 as compared with 1939 . . . Passenger traffic quadrupled during the same period.

With modern and enlarged facilities for handling passenger traffic comfortably and efficiently, this new station, in the words of the Burlington's President, "indicates the permanency with which the Burlington Route considers its services here . . . it is a fine station . . . from the viewpoint of the management as well as Burlingtonians."



Home-like Atmosphere of
Waiting Room



PHOTOS BY C. B. & Q. RAILROAD

NEW C. B. & Q. RAILROAD AND BUS STATION

BURLINGTON, IOWA

Population 25,832

Architects: HOLABIRD & ROOT, Chicago, Illinois.

Intermediate Terminal for C. B. & Q., C. R. I. & P., T. P. & W. Railroads.

Terminal for Burlington Trailway Buses.

This entirely modern station was finished in March, 1944, at a cost of approximately \$300,000, upon the site of the fire-gutted Union Depot originally erected in 1882. Despite war conditions and materials shortages, construction was rushed to completion in record time.

This dual-purpose (railroad and busline) terminal of the unit type was designed for accommodation of increased traffic without destroying its original functional beauty.

Structural Details and Facilities

EXTERIOR. The building is of reinforced concrete with monolithic cornices. A monolithic 16' cantilever canopy on the west side covers a parking lot and loading docks for the Burlington Trailway Buses. Vehicular access to this area is from the south (right) as shown in the plan.

Facing material of the entire structure is Wisconsin Lannon County stone.

To conserve critical materials, the railroad platform canopy was made of reinforced concrete (pre-cast), reducing profile, and thereby increasing visibility along the platform.

The weight of a typical roof panel in light silica, aggregate concrete, is 32,650 lbs.; of rounded end panel, 33,200 lbs.; and of a column, 2700 lbs. Ultimate strength (specified) 3000 lbs. per sq. in.

At track crossings, a special dropped section of platform is employed. Concrete platforms are raised to permit easier entry and exit of passengers from railway cars.

Topographical conditions permit one-way drainage.

INTERIOR. The modern lobby-type Waiting Room affords a view through a huge window of skillful landscaping around magnificent old trees. The Waiting Room section of the station, 50' x 75' in area, has a 24' ceiling. The rest of the building is of two-story design.

The walls of this delightful room are of Montana travertine, while black marble (Radio Black) composes the trim, and is also

employed for columns, vestibule walls, bases, and for the walls of the Restaurant.

Dark gray terrazzo with white marble chips serves as flooring.

Unusually large windows on three sides of the station give a wealth of daylight. To the north, windows are 20'6" high and 17' wide, and to the east, looking toward the trains, they are 11'6" high.

Window draperies of the Waiting Room are butter-colored and hang in graceful folds to the floor, harmonizing with the lounge furniture of walnut and white, upholstered for the most part in brilliant green. Some pieces are in gray. Tables are walnut with black cafolite tops and with built-in ash trays. Attractive lamps with travertine bases matching the walls stand on the tables. Tropical plants grow in various places in their walnut boxes. Dark green linoleum has been applied to the bases of benches and cabinets.

War limitations confined acoustical treatment to the Waiting Room ceiling, telegraph room, restaurant, and kitchen.

Illumination is far in advance of usual railroad station practice (indirect lighting in Waiting Room) and looks toward postwar installation of the latest fluorescent types when materials' restrictions are lifted.

The Restaurant is readily accessible from street, station, and trains. This room, with its lunch counter, is glassed in, and follows the same color scheme as the Waiting Room. Wall tables and benches are provided to accommodate groups.

The corridor contains public telephones and 8 recessed Cabinets with 32 Self-service Luggage Lockers to handle patrons' checking requirements.

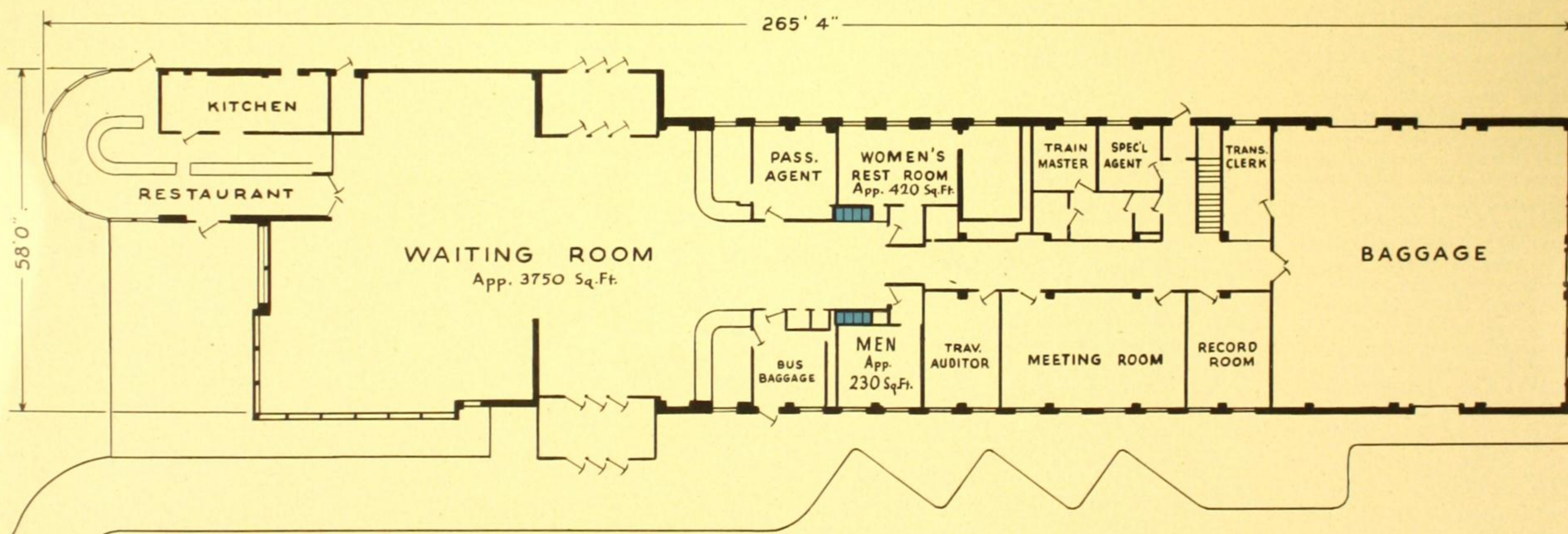
Modern, up-to-the-minute, desk-type offices for railroad and bus tickets are most conveniently located to the Waiting Room.

A Women's Rest Room, the equal in appointments of any to be found in the highest type hotel or club, Men's Room, Bus-line Baggage Room, and several offices for officials complete the facilities of the ground floor.

The second floor is occupied by the general superintendent and staff, division freight agent, engineer, communications operators, and others. Here, too, are lounging and sleeping quarters with bath and toilet facilities for the railroad personnel.

Air conditioning, a future project, can utilize the rest room on this floor as a fan room.

This new terminal station, providing short direct passage for passenger traffic between trains, buses, and parking lot, is considered to be the finest and most modern railway station of its type in the country.



A simplified floor plan of the C. B. & Q. station at Burlington, Ia., from blueprints furnished by Holabird & Root of Chicago, Ill.

● American Parcel Checking Lockers are shown in blue.

MAINE CENTRAL RAIL AND BUS STATION

Bath, Maine

SINCE the early days of this country, Bath, Maine, the home of the Bath Iron Works and Shipyards, has been building ships for the United States Navy. In the first part of the last century, Bath was the foremost shipbuilding center in America, and at the beginning of the present century, a sizeable proportion of all sailing tonnage produced in the world was built in this New England community.

In World War II, Bath naturally became an even more important center of shipbuilding activities. Transportation facilities to and from this city soon proved to be inadequate from the standpoint of traffic management. The construction of a new station at Bath became necessary due to the expansion of the railroad yards to take care of the greatly increased business at the plant of the Bath Iron Works and Shipyards.

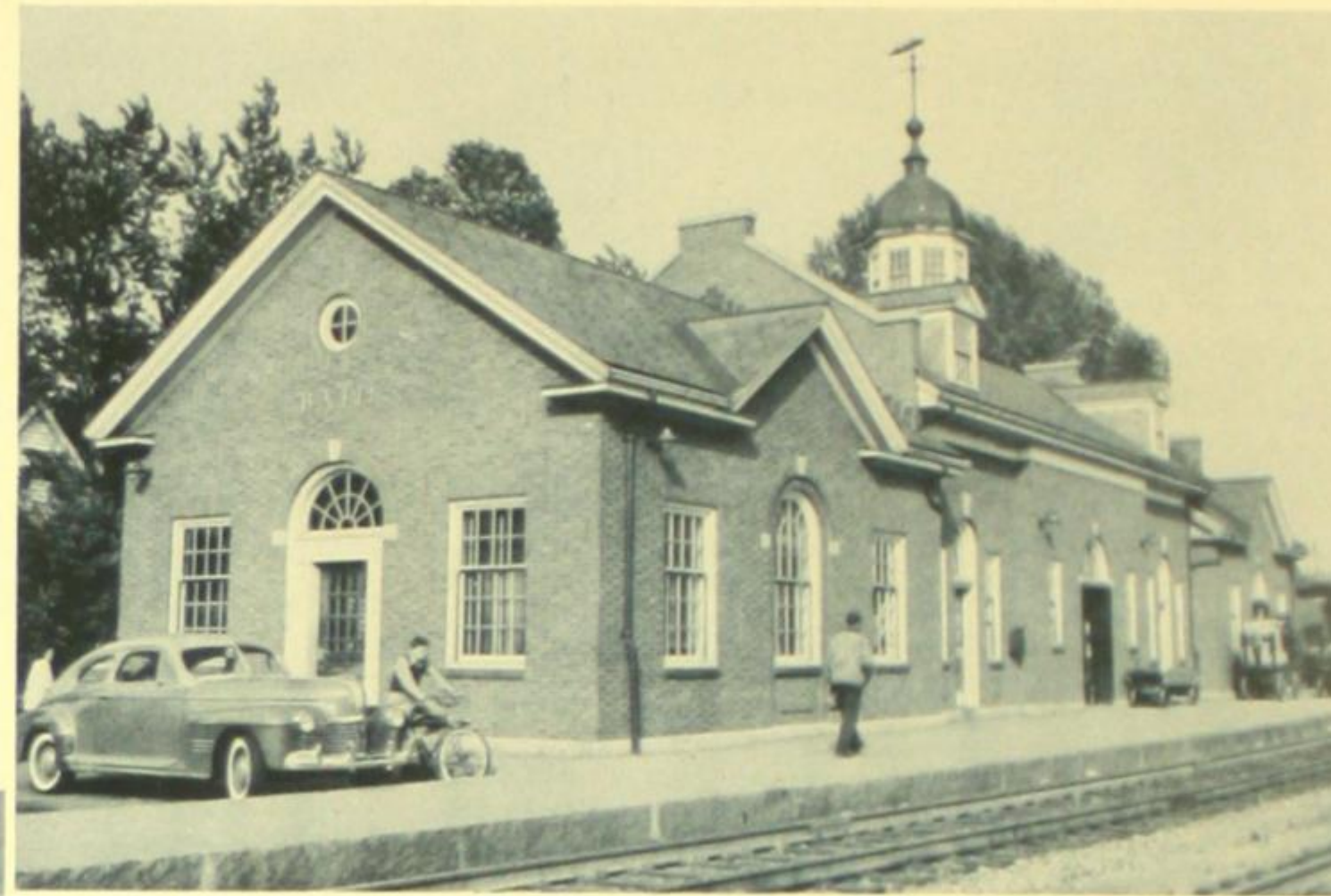
Bath, with a normal population of 10,235 (1940), has grown enormously through the addition of war workers, making the new station one of the busiest and most important on the Maine Central Lines.

Completed December 22, 1941, the new station takes the place of the older one, built in 1889, which was moved and used while construction was progressing on the new one.

In addition to the normal business and other facilities pertaining to the Maine Central Railroad, the new station houses the quarters of the Railway Express, and is used by the Maine Central Bus Lines.

This new, up-to-date building, with its modern equipment, is a fine example of what can be accomplished in "smaller station" construction and layout. One of the important features of its arrangement is that all public facilities are in line of view of the agent while he is in his office.

In design, the station follows the traditions of New England colonial architecture. Built to handle expanding business effectually from the management standpoint, the new station at Bath also provides greater traveler convenience, and thus serves more adequately this fine Maine community.



PHOTOS BY
DOUGLAS PHOTO
SHOP, BATH



Simplicity and Comfort Keynote of Waiting Room

MAINE CENTRAL RAIL AND BUS STATION

BATH, MAINE

Population 10,235

Builders: TREDENICK-BILLINGS Co., Boston, Mass.

Supervision: Maine Central Division Engineers under direction of T. G. Shugrue, Chief Engineer.

Services: Maine Central Railroad serving Maine and part of New Hampshire and Vermont.

Maine Central Transportation Company serving northern New England.

Structural Details and Facilities

EXTERIOR. The new station building at Bath, occupying an area 124' x 29', is located on the approximate site of the former depot built in 1889. It is a one-story colonial design structure with pitched roof, dormers, and a cupola.

Exterior walls are of hollow tile, faced with water-struck brick.

Passenger platforms are of modern type with hard-surfaced top and granite curbing. Platforms are approximately 600' long on the track side, and total about 6541 sq. ft. in area.

INTERIOR. In addition to a Waiting Room of inviting cheerfulness, the new station building provides a Ticket Office, Women's and Men's Rooms, Baggage Office and Room, and quarters for the Railway Express Agency, comprising a general office, an on-hand room, and an express room.

Walls of the Waiting Room have a plywood dado with plaster running above it to the moulding and ceiling. The retiring room walls have asbestos tile board dado with plaster above.

Comfortable lounge furniture and individual chairs are available for waiting patrons, arranged in such manner that the floor space of over 900 square feet, part of which is utilized by the Ticket Office, gives ample space and freedom for movement.

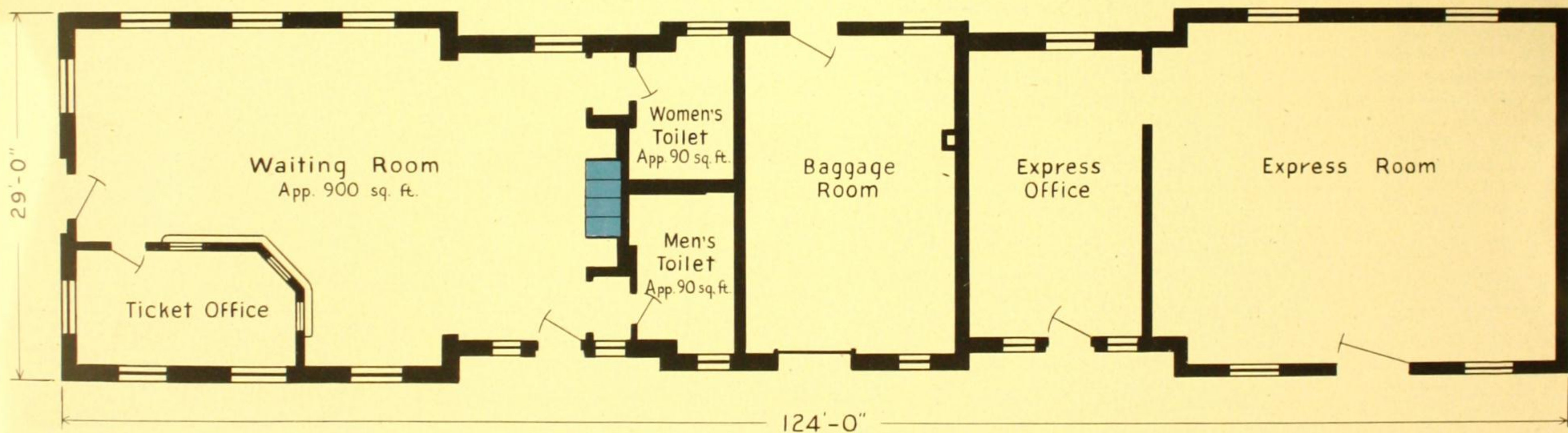
At one end of the room are 4 Self-service Luggage Checking Cabinets containing 12 standard and 3 oversize compartments. This facility is recessed between the telephone booths, convenient to travelers' use.

Indirect lighting gives illumination for the Waiting Room.

Heat is furnished by hot water system with radiation concealed in the walls and operating through flush grilles.

This new station has a capacity of 175 people and is used by about 300 passengers daily.

Its many modern facilities, equipment, and their arrangement completely satisfy a basic requirement of small stations of its type: Ease of supervision and maintenance with a minimum staff.



A simplified floor plan from blueprints furnished by Tredenick-Billings Co.

• American Parcel Checking Lockers are shown in blue.

MISSOURI PACIFIC REMODELED RAIL STATION

Alexandria, Louisiana

ALEXANDRIA, the parish seat of Rapides Parish, is located about 190 miles northwest of New Orleans. The hub of an encircling group of Army cantonments and other military establishments, this thriving community also forms the center of a network of lines of communication from many points of the compass. Three Federal and five State highways pass through Alexandria. It is served by a motor passenger and freight line, the Delta Air Lines, and is also an important stop for the Rock Island, Southern Pacific, L. & A. & K. C. S., Texas and Pacific, and Missouri Pacific Railroads. The latter two lines have established shops here.

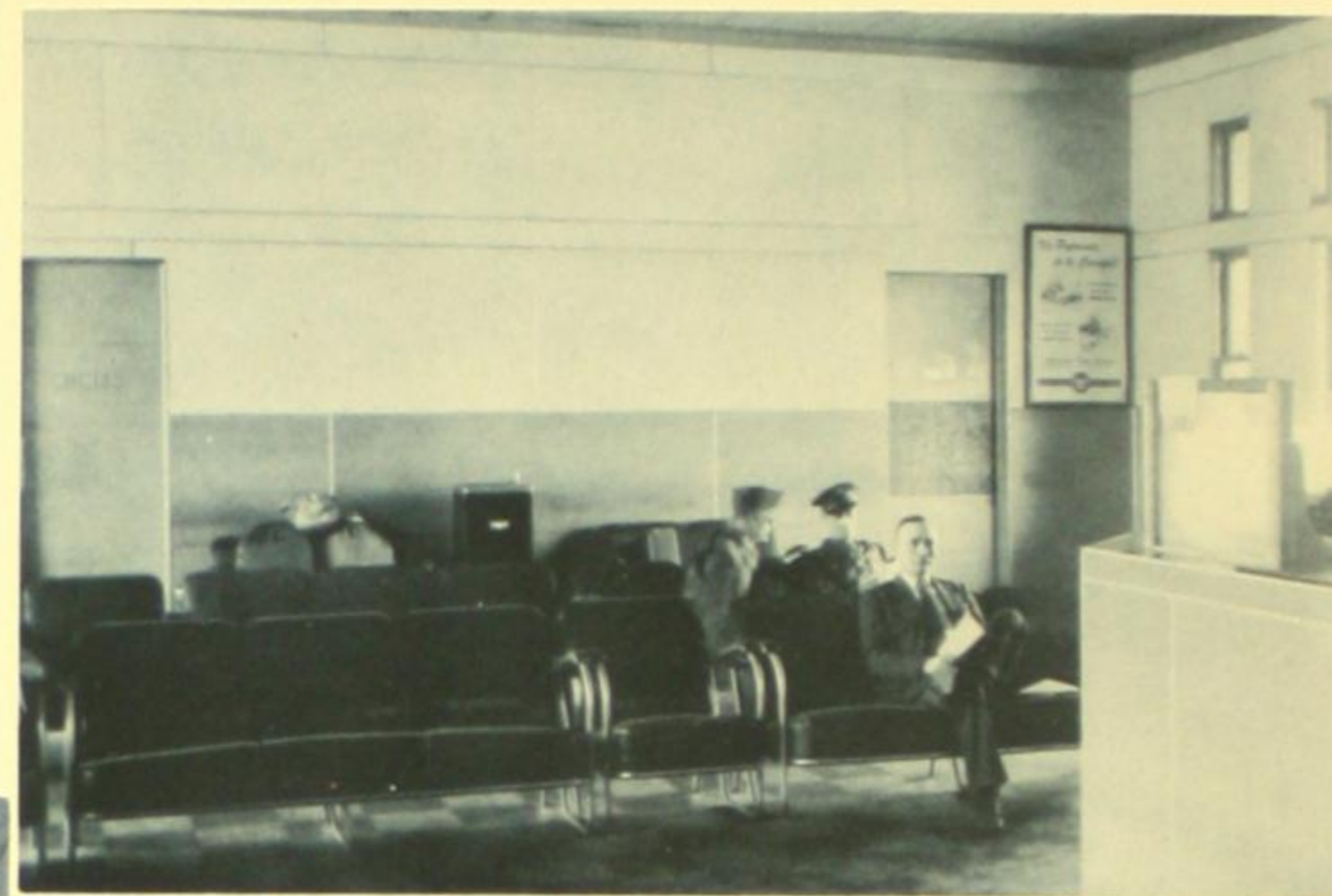
In 1940, the population of Alexandria was 27,066 with a City Zone approximating 31,300, and Trading Area of 317,241 according to a local newspaper's estimate. In 1939, retail sales amounted to \$12,278,000, but by 1942 had soared over 50% to a figure approaching \$18,600,000.

Industries here are widely diversified,

including lumber, cottonseed oil, concrete pipe, brick, machine shop products, marble and granite, cooperage products, bottling, and road machinery.

The large increase in retail sales may be explained on the basis of the presence of the military establishments in the vicinity and the consequent great influx of Army personnel, government officials, and visitors to the camps. Because of this, it became necessary for the Missouri Pacific Line to improve its existing station facilities, not only in rearrangement of them for the comfort and convenience of the many patrons, but also in the matter of bringing them up to a parity in their appearance and modernity with the superior type of service offered on the trains.

The Alexandria Station was but one of a number of stations of the Missouri Pacific which was renovated and brought up to date by this line through the use of modern materials and methods, at a great saving over the cost of building a completely new Passenger Station.



Two Views in Waiting Room

MISSOURI PACIFIC REMODELED RAIL STATION

ALEXANDRIA, LOUISIANA

Population 27,066

Architect: A. L. BECKER, under the direction of A. A. MILLER, Chief Engineer, Maintenance of Way, both of Missouri Pacific Railroad Company.

Services: Missouri Pacific Railroad.

In 1941, in order to meet the increasing demands of an ever-growing passenger business and at the same time economize in administrative charges through the consolidation of several of their facilities, the Missouri Pacific Railroad undertook an ambitious program of modernization affecting several of its stations. Among these were the station at Alexandria, Louisiana, and those at Wichita, Kansas, and Kirkwood, Missouri, described elsewhere in this book.

In all cases, since the buildings were adequate in exterior appearance, generally speaking, the principal alterations were carried on inside, the main object achieved being the complete transformation of an otherwise old-fashioned "depot" of dreary aspect into a thoroughly up-to-the-minute passenger service station of inviting and pleasing aspect, where the comfort and convenience of the patrons was the first consideration.

Structural Details and Facilities

EXTERIOR. The area of this station is approximately 103' long x 42' wide, with the long axis pointing roughly north and south. Nothing of unusual significance was done to alter the exterior appearance of this building, except for the substitution of modern type, flush, slab doors for the older ones and a general cleaning of the exterior surfaces.

INTERIOR. It is here that the greatest amount of work was done, a project which turned a badly chopped up public area of a markedly older vintage into a modern service center for the road's passengers combining ease of administration and maintenance with complete comfort for travelers.

The White Waiting Room is nearly square in its over-all dimensions, measuring approximately 40' x 37'. Entrance to this Room is from the street or east side, with large double swinging doors on the western side leading to the platform. The south end of the building is taken up by the Women's Lounge and Toilet and the Men's Room. A partition across the room forms the north wall of the White Waiting Room, separating it completely from the Colored Waiting Room occupying about 20' of the north end of the building.

In the northwest corner of the White Waiting Room, a new type Ticket Office has been built—an open working area of about 16' x 8', enclosed by a counter on two sides. The west wall of this area forms the east wall of the Agent's Office.

In the northeast corner of this Waiting Room is a news stand with counter running along two sides.

There is nothing in the middle of the room except the groups of leather-upholstered, chromium-finished settees and arm chairs which are arranged for ample space and informal freedom of movement.

To create this restful atmosphere of comfortable ease, many changes were effected. The old Ticket Office with its forbidding partitions was eliminated, and the new one built in its place. At the east side of the station, an office of the traffic department was removed, thus affording more room for public use, and for the news stand.

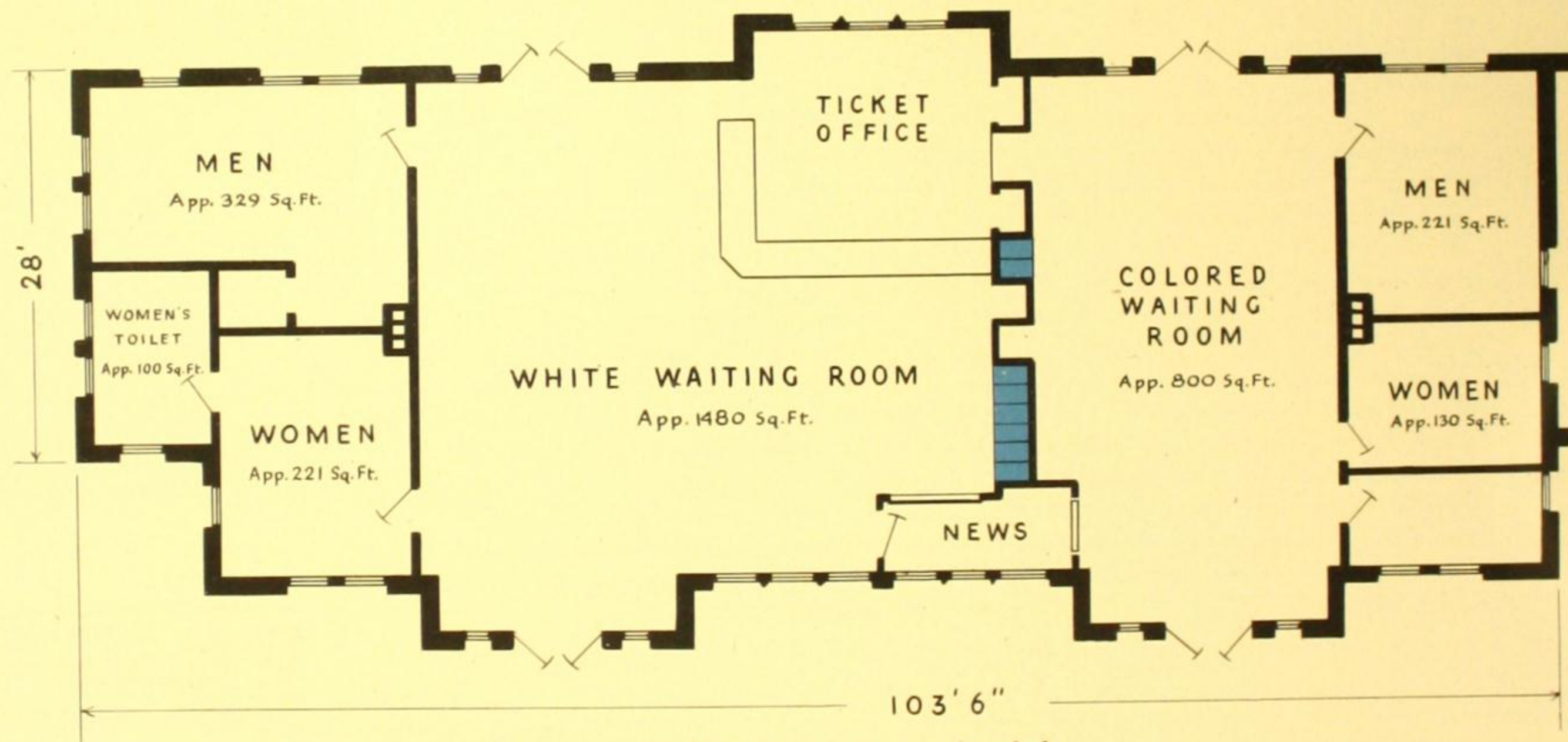
The walls of the Waiting Room are finished with a green wainscot of asbestos cement board, above which a light gray plaster runs to a wood cornice just below a new low ceiling of bevelled insulating panel board applied in squares. The facing of the Ticket Office counter is of the same green asbestos board, on a frame of 2 x 4's, topped by a 27" counter with glass partitions and wickets for the ticket sellers.

The floor is asphalt tile in marbled tones harmonizing with the wall finish.

Illumination is furnished by low, half-cylindrical fluorescent fixtures.

The north wall of the Waiting Room is provided with 6 cabinets, each composed of 4 Self-service Parcel Checking Lockers. These cabinets are recessed into the wall, as shown on the floor plan. Two similar cabinets are located in the Colored Waiting Room beside the Colored Ticket Counter on the north wall of the Ticket Office. In both cases these Parcel Checking Lockers have been placed in unobtrusive locations, yet convenient to incoming or departing passengers as they move along their normal paths to news stand, Ticket Office, street door or train platform.

There is no doubt but that this railroad, in utilizing modern materials in a modern manner, has achieved its self-imposed goal of creating a highly improved and attractive passenger facility for the speedy handling of great numbers of patrons, with comfort, convenience, and economy of administrative effort.



A simplified floor plan from blueprints furnished by A. L. Becker of the Missouri Pacific Railroad.

• American Parcel Checking Lockers are shown in blue.

REMODELED STATION ROCK ISLAND RAILROAD

Des Moines, Iowa

DES MOINES, with its airport, substantial insurance and publishing business, oil refineries, meat packing plants, leather and cosmetic manufacturers, and a host of other industries, had gained by 1943 an increase of some 8000 in population over the figure for 1940.

The Metropolitan District, which includes Polk County, showed 193,876 registrations for War Ration Books in April 1943. Wage earners employed in the various plants had rocketed 288% above the 1939 figure, and retail sales were 16% above those for the same year, indicating a volume of well over \$95,400,000.

Besides being a manufacturing center of importance, Des Moines is the heart of a rich farming district. As a wholesale point, its sales volume of better than \$143,000,000 represented about 18% of the state total. Manufacturing output of approximately \$74,000,000 represented 10% of the state total.

To keep pace with its streamlined passenger train service and other improvements, the Rock Island Railroad turned its attention to the modernization of its Passenger Station at this busy city.

The motivating principle in this remodeling program was to group all public facilities so that hurrying patrons could locate them at a glance and reach them by direct routes quickly and with least confusion.

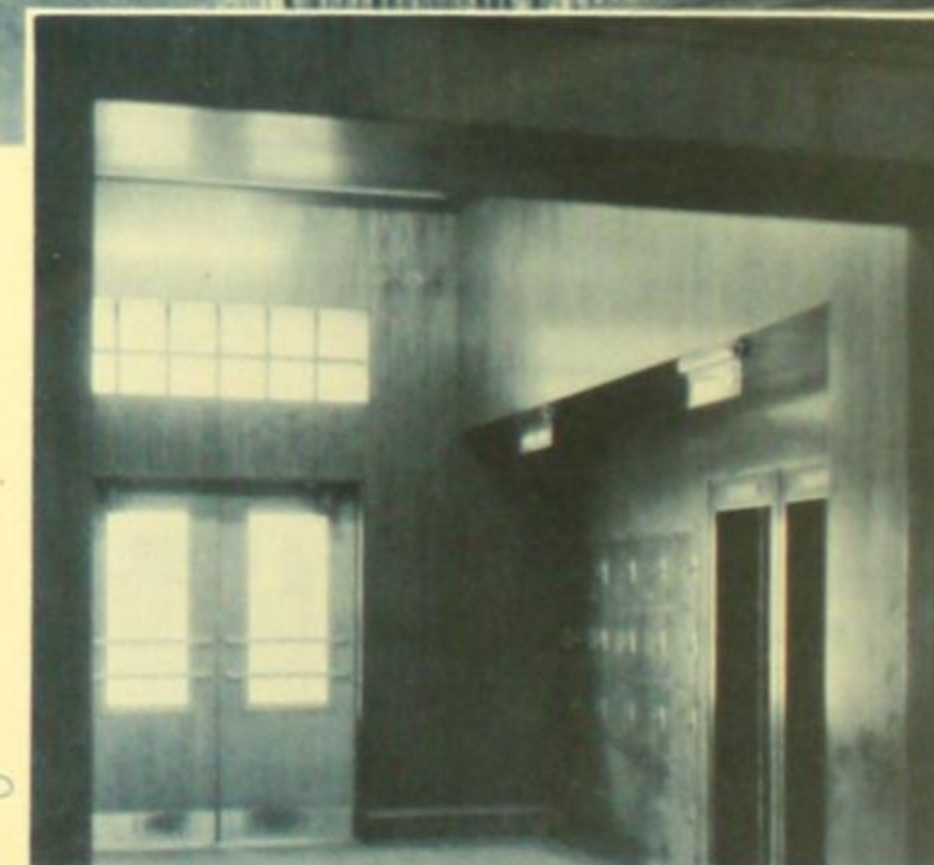
The Rock Island Station is a striking example of what rearrangement, correct lighting, and remodeling with modern materials and furnishings can accomplish to realize this desirable condition.

Today, this revitalized Station complies fully with the modern conception of its true function: smooth, efficient management of passenger traffic.

It can get its patrons in quickly, and it can get them out quickly. And if they must wait for arrivals or departures they can wait in comfort.



*The Main Waiting Room
BEFORE Remodeling*



*The new Telephone and
Parcel Checking section in
the east end of station.*





The Main Waiting Room AFTER Remodeling



REMODELED STATION ROCK ISLAND RAILROAD

DES MOINES, IOWA

Population 159,819

Consulting Designer: OTTO KUHLER.

In Charge: W. H. HILLIS, Ass't Chief Operating Officer, C.R.I. & P. RR.

D. A. RUHL, Engineer of Buildings, C.R.I. & P. RR.

In remodeling passenger stations, the aesthetics of interior and exterior design assumes definite importance, for here is a direct personal appeal, not only to the traveling public, but also to the community. The Rock Island Road found it just as important to present to its patrons in its Passenger Stations the same dramatic eye appeal that is used so successfully with its streamlined trains.

The Passenger Station at Des Moines is a striking example of modernization through the correct use of modern lighting, materials and furnishings.

Structural Details and Facilities

EXTERIOR. The apparent changes effected on the exterior of the Des Moines Station are actually the outer aspect of many sweeping improvements made within to bring the Station and its various public facilities up to today's level of modernity.

INTERIOR. Before modernization in 1940, this Waiting Room had several of the typical deficiencies associated in the minds of many people with "railroad station atmosphere".

Cold white tile walls reflected glare from brilliant blobs of light suspended overhead. General lighting at reading level was inadequate. Rows of potentially uncomfortable seats obstructed free passage of patrons either in or out of the station. One other very serious impediment to orderly and efficient handling of busy travelers was the location of several facilities. The Ticket Office was at one end of the room, the news stand in another location, and Rest Rooms and Restaurant elsewhere . . . none of them in a logical order of accessibility, thus creating cross-currents of traffic at train times.

Relocation of several facilities and redecoration of the entire area devoted to public use eliminated these undesirable features. In addition, a new ease of management was introduced, in that the Station personnel had all facilities in view at any time, making smoother their relations with the road's patrons.

In the Waiting Room, the existing marble floor was repaired where necessary and restored to its original cleanliness. The gleaming white tile walls were entirely relaced with plywood panels of walnut veneer with maple trim. The original art marble base was left uncovered. Upper windows and frames of the open arches were covered with fir plywood and painted to match the vaulted ceiling.

The soft tinted ceiling reflects an adequate and pleasing illumination from fluorescent tubes concealed within a continuous cove at arch level.

On the street side it was decided to exclude the view. Original windows were filled in with 12" x 12" glass building blocks, creating translucent panels about 10' high by 9' wide. Beneath the window-stools of maple, radiators were recessed, covered with louvered shields, finished to match the walnut veneer. Colorful drapes add a pleasingly harmonious note to these window panels.

On the track or south side of the Waiting Room at the end of a logical "travel lane" a new Ticket Office was built. This is a flat horseshoe counter, set back on a low shelf, and faced with linoleum up to the counter level. The counter top is also linoleum and carries a glass partition up to chin level, so that conversation between agent and patron is easy.

A canopy of walnut veneer with maple trim extends slightly over the face of the Ticket Office which rises almost to the cove line. The under side of the canopy has recessed flush-type fluorescent fixtures which produce a soft but adequate illumination.

On either side of the Ticket Office, the old style doors leading to the Train Platform have been replaced by large glass block panels containing modern doors with clear glass panels and push bars.

A noticeable improvement over the former "station atmosphere" is the complete absence of wooden settees. Instead, comfortable club-like chairs, single and double, in walnut, with appropriate leather upholstery and trim are hospitably placed in informal groups

about the Waiting Room. One such group occupies the north wall of the station directly opposite the Ticket Office; another is at the western end opposite the cafe facility, while a third occupies a relative position on the south wall opposite the news stand. Each of these comfortable islands is equipped with linoleum flooring, thus relieving an otherwise unbroken expanse of marble tile.

On each side of the center chair group on the north wall, which contains 3 of the large glass-block windows, is a service counter of modern design with curved corners—at the western end the cafe, at the eastern end the news stand.

Each of these is similarly constructed, basically and identically finished. Area of each is about 22' x 10'. Like the Ticket Office, the counters are built set-back above a low shelf. Linoleum with chromium trim is used as facing up to counter level. Counter is linoleum topped, with maple edge. A canopy with 2' overhang is supported at the curve by a single column, and is faced with walnut veneer, maple trimmed. Recessed flush fluorescent lighting gives illumination over the counter.

At the west end, a corridor, similarly finished with walnut and maple, leads to the kitchen, the Men's Room and to the Women's Lounge and Toilet.

The Rest Rooms are similarly finished: 6" tile floor and wallboard and plaster walls to a 12' ceiling. Walls have a standard horizontal moulding trim at 24" intervals. Walls and ceiling are painted.

The Women's Lounge is equipped with comfortable furniture and all necessary facilities.

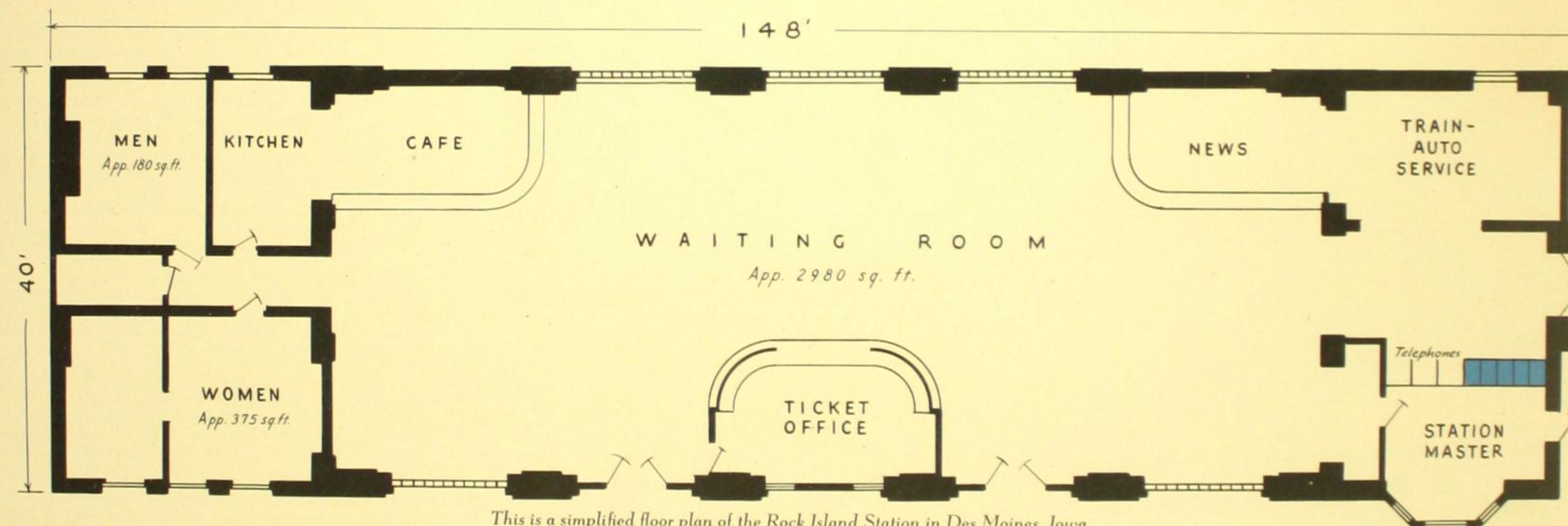
At the east end of the Waiting Room, a corridor of walnut veneer and maple leads over a new marble floor to the station entrance. Modern doors of clear glass swing wide, permitting easy access or exit. Glass blocks form a fanlight over the doors, allowing plenty of daylight to enter. At night fluorescent lighting concealed in a cove furnishes illumination.

Off to one side, yet convenient to the entrance, there are recessed telephone booths and 5 cabinets of modern Self-service Parcel Lockers, each cabinet containing 4 lockers. Illuminated glass signs indicate the locations of these facilities.

In the southeast corner is the office for the Station Agent and his staff. From this point all public facilities are in view at a glance.

The modernization program at this station removed the defects and discomforts characteristic of the older arrangement. With the present set-up, this station now handles vastly increased passenger traffic; there are direct-line routes for hurrying patrons between train and street; convenient luggage checking facilities are available; and finally, waiting passengers can rest comfortably out of the rush and hurry of traffic.

To add the final touch, the atmosphere is one of hospitality, warmth, beauty, and a sincere effort to make true the slogan "The Public Be Pleased".



This is a simplified floor plan of the Rock Island Station in Des Moines, Iowa from blueprints furnished by Otto Kuhler, Consulting Designer

• American Parcel Checking Lockers are shown in blue.

TWO RAILROADS MODERNIZE THEIR STATIONS

Milwaukee, Wisconsin

MILWAUKEE, Wisconsin, one of the great cities of the Great Lakes Region, lies in the direct path of the many modern streamlined passenger trains which several times daily transport many thousands of the traveling public to and from the Badger State and points beyond.

The city is a gateway to the dairying and resort sections of the northwestern areas, and in addition, is in itself one of the 33 industrial areas which account for over one half of United States manufacturing.

Served by many Railroads and other Transportation Lines, Milwaukee is the center of a metropolitan area whose 1940 population exceeded 770,000, of which the city could count better than 587,000 representing about 74% of the area. Retail sales for 1939 amounted to \$335,605,000, while the output of 1489 manufacturing plants for the same period approximated \$437,445,000. By 1943, wage earners employed in manufacturing were 90% above those for 1939.

Among the many products of the various plants in the area are malt liquors, wholesale meat-packing products, boots, shoes (not rubber), foundry and machine shop items, motor vehicle parts, electrical and bakery products, and knit goods.

With this diversified industry, particularly during War years, passenger traffic in and out of the city has more than doubled.

Long before the War years, the officials of two railroads had seen the inevitability of increased traffic volume, and had taken steps to streamline and modernize their passenger stations with a view to bringing their public facilities up to a par with their improved passenger train service.

These two railroads were the Chicago & North Western, and the Chicago, Milwaukee, St. Paul & Pacific, both of whom possessed large stations built several decades previously and which had become outmoded and inadequate from the standpoint of service and convenience to their patrons.

The modernization programs described in the following pages, together with the photographs, show how the C. & N. W. and the C. M. St. P. & P. met the problem of converting their outmoded buildings into modern service stations, where the traveler can find

all facilities quickly and at a glance, and can get to them by direct and logical routes. Waiting Rooms and Rest Rooms have been actually designed for their purposes. Restaurants are pleasant places to eat, and throughout, is an atmosphere of relaxation, hospitality, and a realization that the Railroad is sincerely trying to help its patrons before and after their trips as well as while traveling.

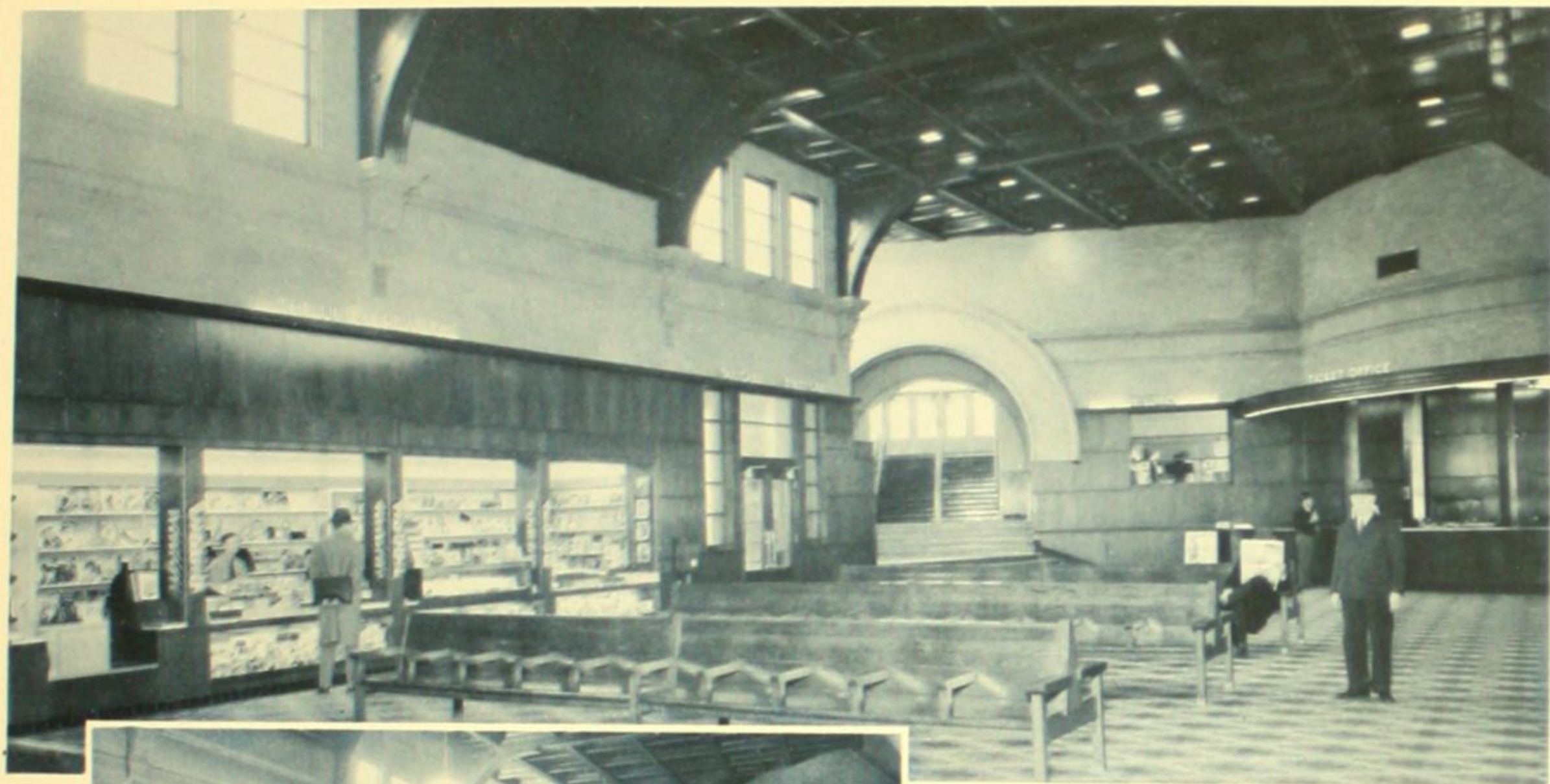


Exterior of Chicago & North Western before Renovation



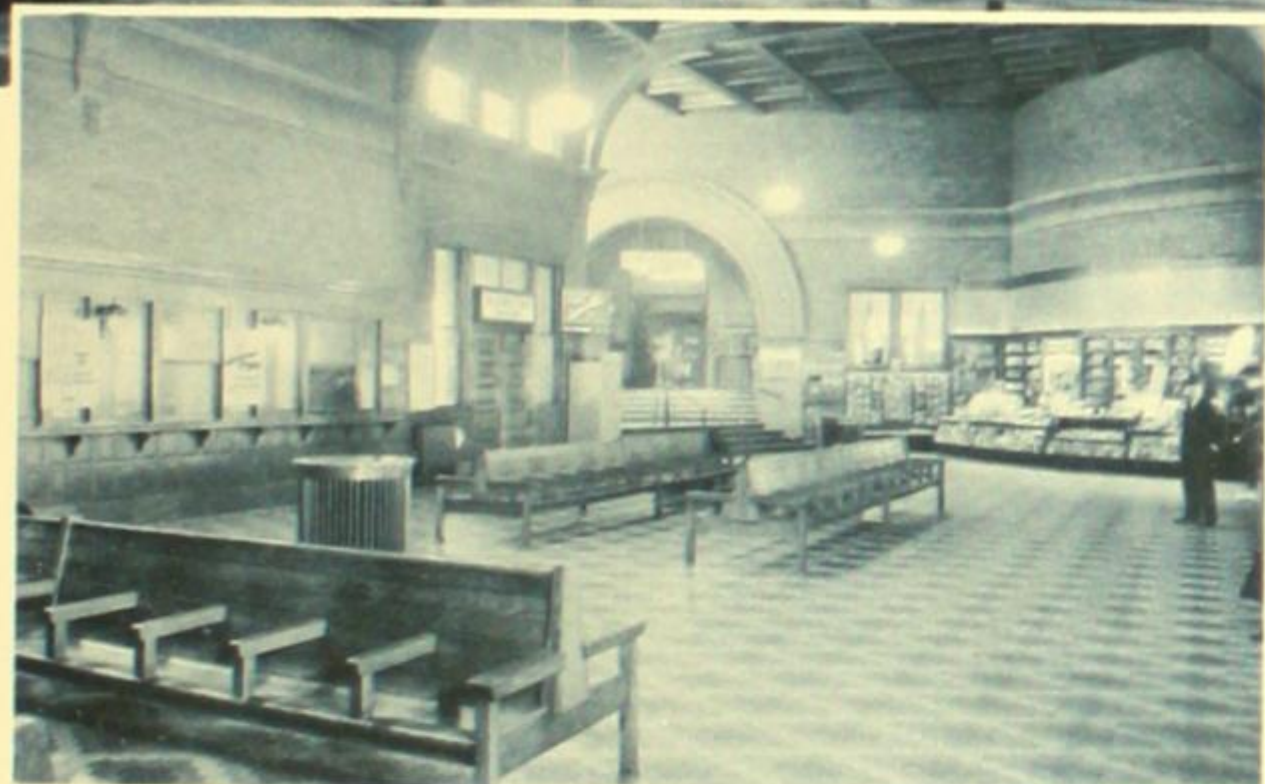
Exterior of Chicago & North Western after Renovation

PHOTOS BY A. J. BREITWISH & SONS, MILWAUKEE

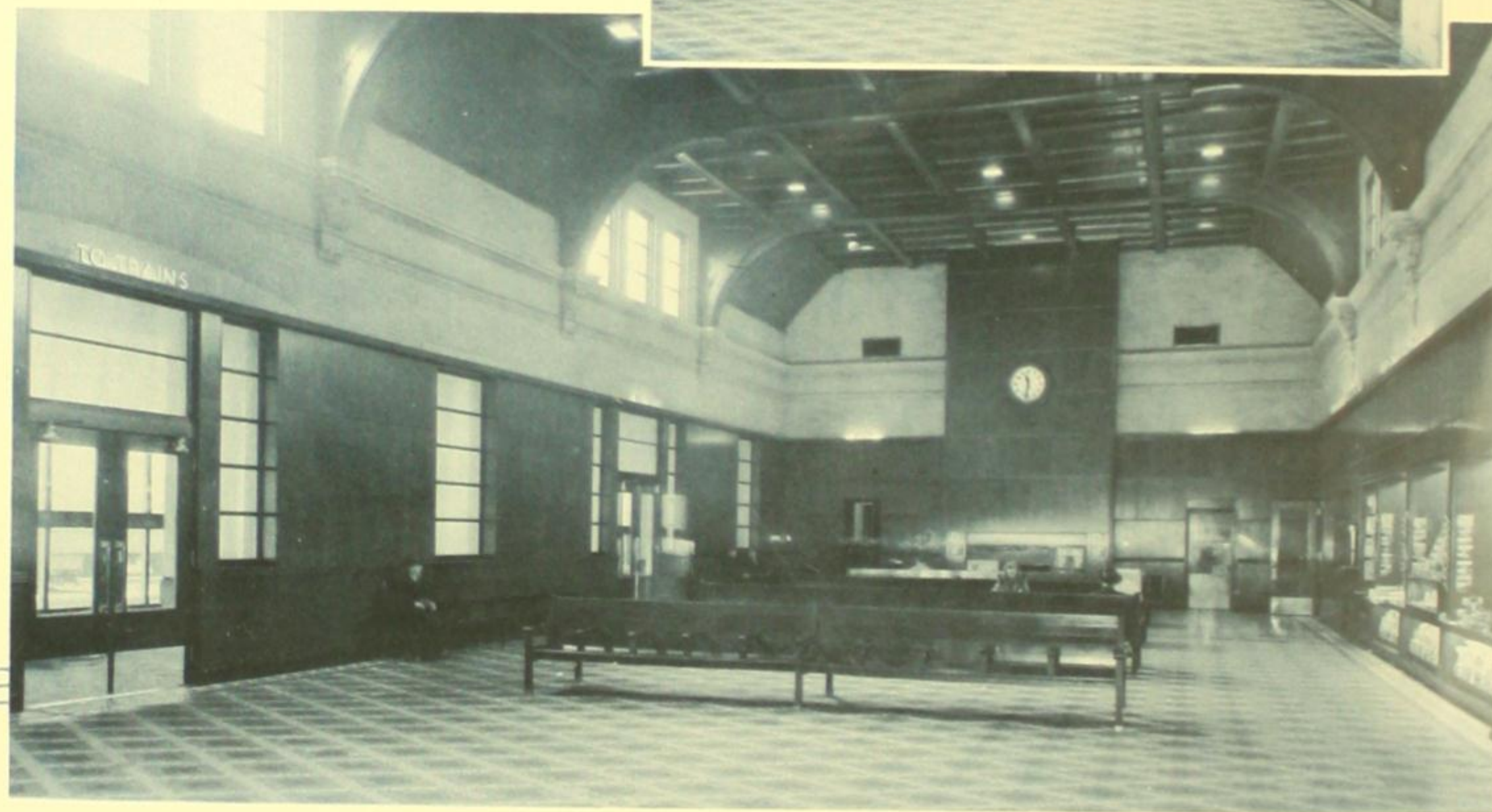


CHICAGO & NORTH WESTERN RAILROAD Milwaukee, Wisc.

The magic of modernization is pictorially shown on this page. The smaller photos were taken before renovation and the larger photos show the Station Waiting Room as it now appears.



PHOTOS BY A. J. BREITWISH & SONS, MILWAUKEE



RENOVATED STATION CHICAGO & NORTH WESTERN

MILWAUKEE, WISCONSIN

Population 587,472

Designing Architect and Consulting Engineer: OTTO KUHNER, New York, N. Y.

Supervision: B. R. KULP, Chief Engineer, C. & NW.

L. C. WINKELHAUS, Arch. Eng., C. & NW.

J. A. ANDREUCETTI, Elec. Eng., C. & NW.

General Contractor: HENRY DANISCHEFSKY, Milwaukee, Wisc.

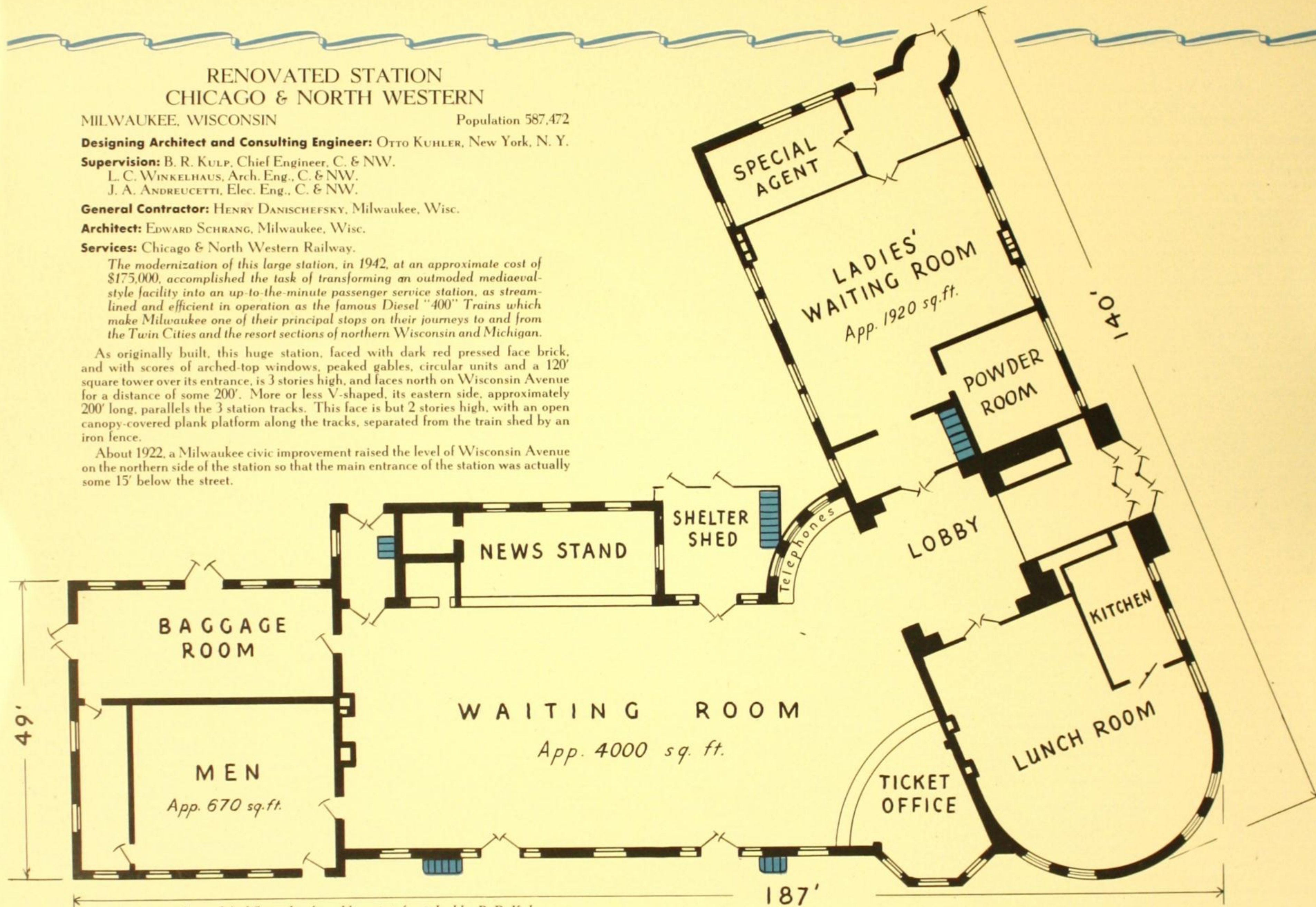
Architect: EDWARD SCHRANG, Milwaukee, Wisc.

Services: Chicago & North Western Railway.

The modernization of this large station, in 1942, at an approximate cost of \$175,000, accomplished the task of transforming an outmoded mediaeval-style facility into an up-to-the-minute passenger service station, as streamlined and efficient in operation as the famous Diesel "400" Trains which make Milwaukee one of their principal stops on their journeys to and from the Twin Cities and the resort sections of northern Wisconsin and Michigan.

As originally built, this huge station, faced with dark red pressed face brick, and with scores of arched-top windows, peaked gables, circular units and a 120' square tower over its entrance, is 3 stories high, and faces north on Wisconsin Avenue for a distance of some 200'. More or less V-shaped, its eastern side, approximately 200' long, parallels the 3 station tracks. This face is but 2 stories high, with an open canopy-covered plank platform along the tracks, separated from the train shed by an iron fence.

About 1922, a Milwaukee civic improvement raised the level of Wisconsin Avenue on the northern side of the station so that the main entrance of the station was actually some 15' below the street.



A simplified floor plan from blueprints furnished by B. R. Kulp, Chief Engineer of the Chicago & North Western R. R.

• American Parcel Checking Lockers are shown in blue.

(C. & N. W. — Continued from Page 27)

Structural Details and Facilities

EXTERIOR. The main entrance on Wisconsin Avenue was lifted to the level of the street, necessitating the destruction of the original serrated brick archway. The arch-topped windows of the former first story were squared off across the top, cut off at the bottom at just above street level, and provided with new sash and frames with horizontal muntins. Windows installed were of translucent horizontally fluted glass.

A new base course 15' high above street level was erected, using a veneer of pink-texture, dolomitic limestone set in block pattern, with a copper cornice. This light stone band continued around onto the western end, which can be seen from Marshall Street over the taxi-drive and a new terraced lawn.

Over the new entrance is a marquee, 32' wide, extending 16' over the new sidewalk. The underside is faced with white enameled sheet metal, and contains 60 recessed lights. The face of the marquee is 15" deep and is yellow enameled sheet metal bearing on the front "Chicago and North Western" and on each side the word "Streamliners." It is illuminated at night by lights concealed in the cornice.

INTERIOR. Within the new entrance, a wide stairway leads from the vestibule to the strikingly modern general Waiting Room. Walls of the vestibule are faced with horizontal bands of structural glass in sepia and maroon, while lighting is fluorescent.

A modern-design handrail divides the wide stairway. Stairs are steel-plate with reinforced rubber treads.

At the bottom of the stairs is the Main Lobby, finished in similar decorative vein. Off to the right is the Ladies' Waiting Room and Powder Room; to the left a completely modern Restaurant.

The Waiting Room

From the Main Lobby can be seen the General Waiting Room, (100' x 40' approximately) which was basically unaltered in shape or area by the renovation work. There were, however, a number of physical changes in the matter of public facilities. On the west side, where the news stand now is located, the Ticket Office used to be.

The floor of the Waiting Room was and still is maroon, gray, and white ceramic tile. The walls, formerly of buff-colored brick above an eight-foot wood panel wainscot with an ornamental terra cotta frieze, have been completely transformed.

An entirely new facing has been applied to the walls of this room to a height of 12'. The facing is of $1\frac{3}{16}$ " 5-ply walnut veneered Douglas fir plywood with a rich brown stained and waxed finish. There is a black glazed tile base and a neat box cornice at the top, within which fluorescent lighting fixtures are mounted at certain areas, such as over the news stand, Ticket Office, and behind other directional signs.

At the south end of the Waiting Room, the massive fireplace and chimney were removed, and the opening effectively screened with a continuation of the walnut-veneered panel, effectively setting off a large clock clearly legible from the opposite end of the room.

Horizontal joints in the panelling are finished with walnut joint cover molds. Windows have horizontal muntins, and are glazed with fluted glass.

Above the panelling, the original buff brick wall, steam-cleaned, rises to the beamed and coffered ceiling which has been refinished,

and which contains modern flush-mounted fixtures.

The Ticket Office in its new location has a semi-circular open-top counter of metal, beneath a walnut canopy with under lights.

The news stand on the west wall has a broad open front, a counter and shelves at the rear for display of merchandise. Finish is yellow, rising to a white plaster ceiling, the entire shop being lighted with fluorescent ceiling and cove lighting.

The New Restaurant

The new Restaurant, just off the Main Lobby, is most inviting and colorful. This irregular-shaped area provides for table service as well as counter service. Floor covering is asphalt tile of mottled brown. Plaster walls are tinted in bands of sepia tones, fading toward a white ceiling. Venetian blinds, blue and yellow cretonne draperies, and furniture of chromium finish and yellow leather upholstery complete the appointments. Counter and table tops are royal blue linoleum.

Other Facilities

No less colorful is the Ladies' Waiting Room, directly across the Lobby from the Restaurant. Canary yellow walls with blue wood trim combine with bleached birch tables and chairs with rose and green leather upholstery to create a restful atmosphere. Floor is gray-and-white mosaic tile. The same color scheme is carried on in the Powder Room which is fitted with long panel mirrors and convenient shelves and dressing-table chairs.

The south end of the General Waiting Room is devoted to the Men's Room and the Baggage Room. No less pleasing to the eye is the decorative motif here—red quarry tile floor, buff walls rising above a dark green dado to a white ceiling, and green fixtures.

A completely enclosed Train Concourse is accessible from the east side of the Waiting Room through 2 large double doors. The Concourse extends along the trackside and reaches out to the arched, monitor-top train shed covering the tracks. A concrete floor has replaced the old plank platform. The entire area, about 200' x 20', is enclosed with steel and wire glass panels, providing live sliding doors to the Train Shed.

Parcel Checking Lockers

Throughout the station 92 Self-service Parcel Checking Lockers are strategically placed. Recessed outside the Ladies' Waiting Room are 6 cabinets of 24 lockers; 32 more lockers are in the Shelter Shed, leading from the West side of the Waiting Room to the Marshall St. entrance; 12 lockers have been placed in the vestibule (south-west) to the Taxi loading platform; and in the Concourse, convenient to the two pairs of doors to the Waiting Room are 24 more lockers of the rounded end type.

As with the lighting system, the heating facilities came in for a complete overhaul and renovation. Two low-pressure oil-fired, firebox-type boilers with oil storage tanks for 18,000 gallons, replaced the old 100-hp boilers. Existing steam piping and radiation were eliminated, and in most cases, blower-type heating, using unit heaters, was substituted.

The completely transformed interior of this station, with the vast improvement in public facilities, has created a passenger service station which is not only strikingly modern in appearance, but at the same time offers increased comfort and opportunities for true relaxation to its patrons.

RENOVATED STATION C. M. St. P. & P. RAILROAD

MILWAUKEE, WISCONSIN

Population 587,472



The Colorful Entrance Lobby

Architect: A. O. LAGERSTROM, C. M. St. P. & P. R. R.

Assistant Chief Engineer, R. J. MIDDLETON, C. M. St. P. & P. R. R.

The modernization of the Milwaukee Passenger Station of the Chicago, Milwaukee, St. Paul & Pacific Railroad, is a renovation project which was carried on over a period of five years.

It was a step-by-step process undertaken to improve all facilities by which the traveling public could most benefit, and began with a very necessary improvement—the Train Concourse.

Structural Details and Facilities

The first step taken was the construction of an enclosed steel and glass Train Concourse between the General Waiting Room and the Train Shed.

The almost unbroken expanse of glass, combined with flush-mounted lighting and forced hot-air heating, provides a comfortable and convenient vantage-point for the line's patrons to await train arrivals or departures with a minimum of interference. The arrangement and spacing of the doors leading to the Trains permit efficient handling of in-coming and departing passengers with the least confusion.

The next step was the rearrangement and modernization of facilities within the main building. In order to increase Waiting Room space and provide better Rest Room facilities, the News Stand, Barber Shop and Telephone Booths were relocated and brought up-to-date. This permitted the opening of the West Waiting Room.

Men's and Women's Rest Rooms and Lounges were rearranged and enlarged. The latest in modern wall treatment, lighting, fixtures, and conveniences have been utilized.

Entrance and Waiting Rooms

The high, beamed ceilings of the Entrance Lobby and the 2 Waiting Rooms were outmoded and drab in appearance. Sus-



THE RENOVATED C. M. St. P. & P. STATION
IN MILWAUKEE



The Parcel Locker Passage



The Redecorated Waiting Rooms



pended plastered ceilings were installed, improving lighting conditions and introducing a much more cheerful atmosphere.

Sweeping changes were made on the main entrance. The old ornamental iron canopy on Everett Street, supported by posts on the curb, has been replaced by a suspended-type, sheet-metal canopy, stretching out to the edge of the sidewalk. There are no obstructing columns, and with its long continuous strips of light, the canopy is modern in every detail, offering protection from weather to the public.

The main entrance to the lobby was opened up, creating a single approach by removal of the large old granite columns which had formed 3 passages. Brickwork under the Canopy was faced with stone, and modern doors, concrete steps and sidewalk were installed. The remaining brickwork was thoroughly cleaned, thus completing the exterior rehabilitation.

Within the Entrance Lobby and in the Waiting Rooms, a further step was taken in the program of creating a cheerful atmosphere. Walls were refinished on the upper portions with new plaster. Below, a wainscot of plywood was installed, veneered with a sheet of rich South American wood, similar to that used in some of the Milwaukee Line's famous Hiawatha coaches.

Fluorescent lighting in the Entrance Lobby was concealed in troughs and reflected by inclined plaster surfaces. To insure the streamlined effect of the room, bulletin boards and timetable niches were built in. At each end of the lobby, above the doors, specially

sculptured plaster casts of "Hiawatha, The Fisherman" and "Hiawatha, The Archer" were mounted on large unbroken plaster surfaces.

These panels conceal the heating units which provide hot air blown down through ducts, just above the doors. Thus, sheets of hot air mix with incoming cold air when the doors are opened, which eliminates unsightly, space-absorbing radiators.

The East and West Waiting Rooms are equipped with fluorescent lighting so placed as to assure sufficient, well-distributed light and to present the modern aspect so pleasing and restful to the eye.

Heating of these spaces is accomplished without sacrifice of valuable space by concealed radiators under each window.

The Ticket Office was likewise brought up to date. In harmony with the veneered wainscot, the counter is faced with the same material. Concealed fluorescent lighting and horizontal banded glass combine to produce an unobtrusive yet easily recognized facility. The Information Window was enlarged to accommodate inquiries with a minimum of delay.

Baggage Checking

Baggage checking facilities have been relocated to provide larger space for the line's patrons.

In the Concourse, conveniently placed for ready access by passengers, there are 4 cabinets (16 compartments) of modern Self-

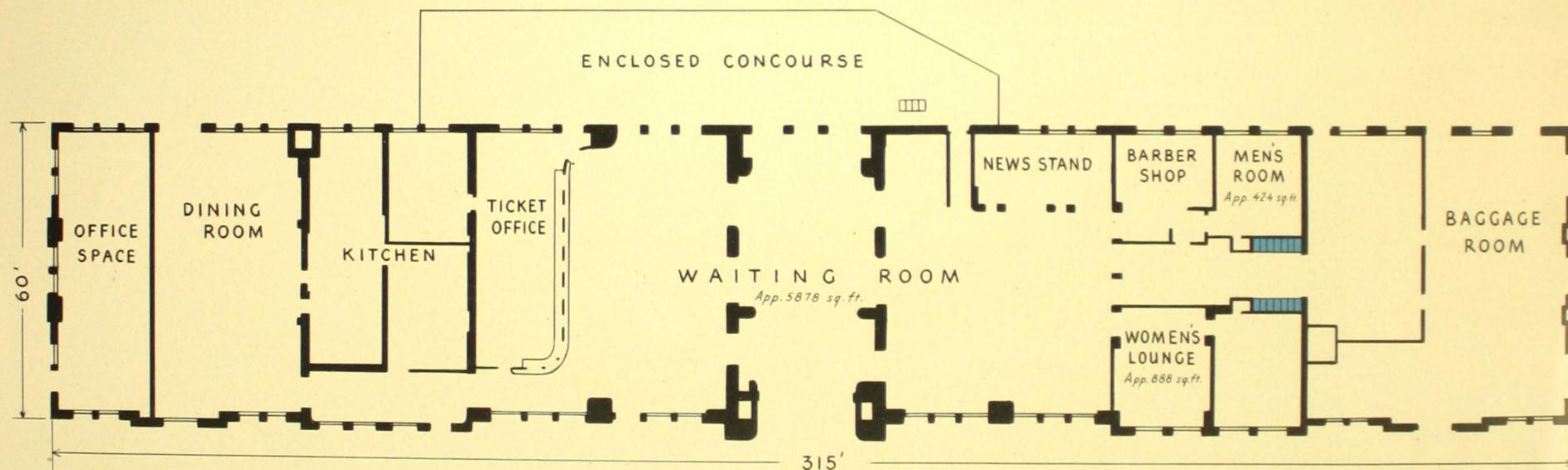
service Parcel Checking Lockers. These are particularly handy for passengers about to board a train, for they are close to the platform, and do not require long distance hand-carrying of luggage.

Off the Waiting Room, although not so well located for passenger convenience as the Parcel Checking Lockers in the Concourse, may be found 56 additional Lockers. These 56 Parcel Checking Lockers, or 14 Cabinets are recessed in the walls, 7 Cabinets on each side of the passageway from the Waiting Room to the Baggage Room. This gives a grand total of 72 Parcel Checking Lockers in this Station.

Finishing touches to the modernization program were added with the complete rearrangement of the Restaurant. The floor was resurfaced with an attractive tile, a new wainscot was installed, and the walls above refinished in a style in keeping with the other parts of the Station. Former transom openings were filled in with glass blocks. The entrance from the train shed was given the same modern treatment by setting the door in glass block panels, and furnishing concrete steps.

Completely modern equipment throughout the Restaurant makes it an attractive dining place.

All of the plywood used for wainscotting throughout the station, as well as many other items such as phone booths, counters, grilles, the main entrance pylons, and similar specialties were fabricated in the Railroad's own Milwaukee Shops.



A simplified floor plan of the C. M. St. P. & P. Station, Milwaukee, Wisc. from blueprints furnished by A. O. Lagerstrom, Architect, C. M. St. P. & P. R. R.
● American Parcel Checking Lockers are shown in blue.

NEW STATION C. M. St. P. & P. RAILROAD Austin, Minnesota

AUSTIN, Minnesota, located 100 miles south of Minneapolis, is an industrial and residential center. Its population as estimated by the local newspaper, is over 18,000 for the city corporate limits, but its trade area is slightly over two and one-half times that figure.

The principal industry for which Austin is well known is meat packing, for this community is the home of famous brand name hams and other products.

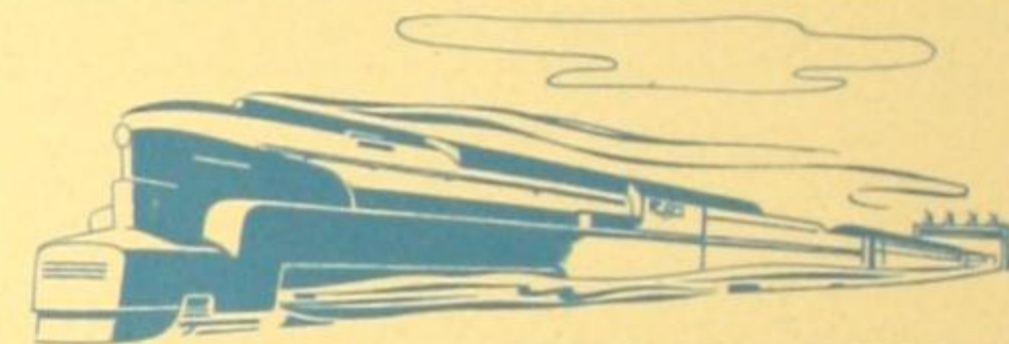
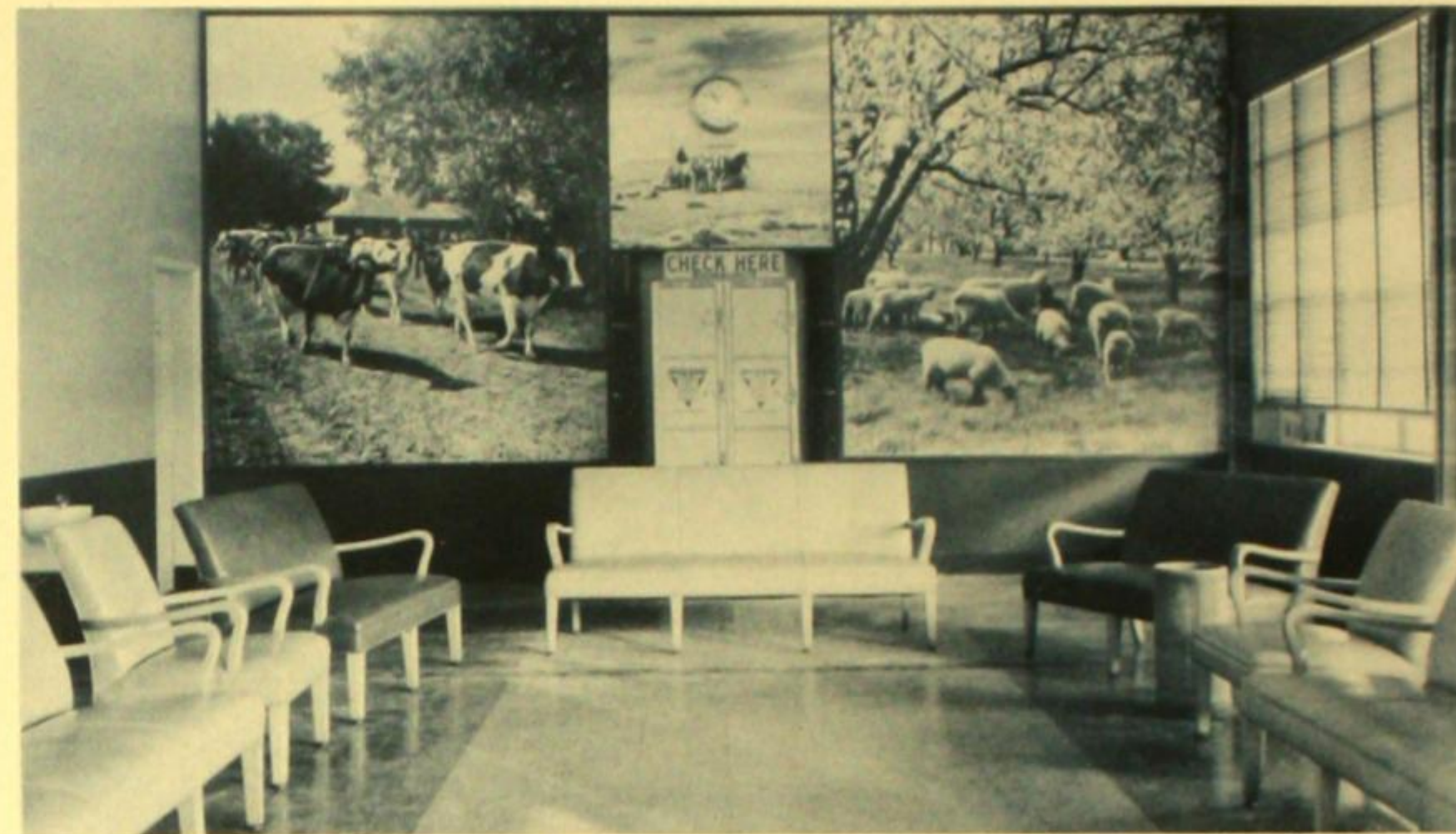
Like many another city, Austin has become increasingly busy since 1940, as indicated by a 45% increase in retail sales over the 1939 volume of \$9,623,000. Wage earners in the area require a monthly payroll of over \$1,500,000.

This thriving community is served by the Chicago, Milwaukee, St. Paul & Pacific, plus another railroad and is also the focal point of one state and two federal highways.

The Milwaukee Road had a passenger station at Austin up until 1943 which was fast becoming outmoded in appearance, and in its facilities for public use. In addition, administration of the road's affairs was most inconvenient, since the passenger, express, and freight offices were housed in separate buildings.

After consideration of the problems involved, it was decided to build an entirely new structure which would not only be more advantageous to the passengers' convenience and comfort requirements, but would also be of great benefit to the road itself by reason of consolidation of all facilities under one roof.

Completely modern in every respect, the new station is a distinct architectural asset to the community, and a handsome goodwill builder for the road amongst the traveling public and the civic-minded citizens of Austin.



Two Views of the
Ultra-Modern Waiting Room



PHOTOS BY KAUFMANN & FABRY CO., CHICAGO

NEW STATION C. M. St. P. & P. RAILROAD

AUSTIN, MINNESOTA

Population 18,307

Consulting Engineer: OTTO KUHLE, New York City.

Architect: A. B. LAGERSTROM, Chicago.

Supervisor: W. H. PENFIELD, Chief Engineer, C. M. St. P. & P.
R. J. MIDDLETON, Assistant Chief Engineer, C. M. St. P. & P.

This new station, completed in 1943, is exemplary of smart modernization of small stations, for it not only furthers economy of railroad operation and administration, but also advances passenger comfort and increases civic good will by its architectural lines and clean appearance.

Structural Details and Facilities

EXTERIOR. The former old fashioned three-story brick structure was replaced by a completely modern one-story edifice in the latest streamlined trend. Design of the long, low building contemplates and provides for a postwar addition of a second floor.

The new building occupies approximately the same site as its predecessor. It is situated between the tracks and a well-planned

convenient motor parking area, set off with walks and lawns retained by neat curbing.

The station building itself is long and narrow, and extends along the tracks for 134'; it has an over-all width of about 35'. A 6' canopy extends from the building over the track platform, and goes around the end of the building to the town side, where it broadens and projects out over the main entrance. At this point there is a wide concrete platform for loading and unloading passengers from motor vehicles. The canopy bears on its edge in large, prominent cut-out letters, the words, "The Milwaukee Road".

The roof is flat over the building. One outstanding exterior feature of the station is its rather square bay with sectional steel sash and glass window construction which forms the exterior walls of the Women's Lounge, and projects toward the street to the line of the main entrance platform.

INTERIOR. The station building provides for a combined Ticket and Freight Office, a Waiting Room, Men's Toilet, Women's Lounge and Toilet, Baggage Room, and Express Office and Storage Room.

The ticket and freight offices are combined into one, permitting the agent to discharge both passenger and freight duties from the same office. A counter at one end of the office serves patrons who come into the public area from the street. At the opposite end, another counter with glass partitions opens onto the Waiting Room.

The Waiting Room is an ample and comfortably appointed area with leather-upholstered settees grouped pleasingly about. The Waiting Room floor is asphalt tile in two tones, laid in a harmonious pattern. The walls are plaster with dark-toned wainscot to ticket counter level. The ceiling, arched at either end of the station, is of a wall-board construction with moulding covering the joints.

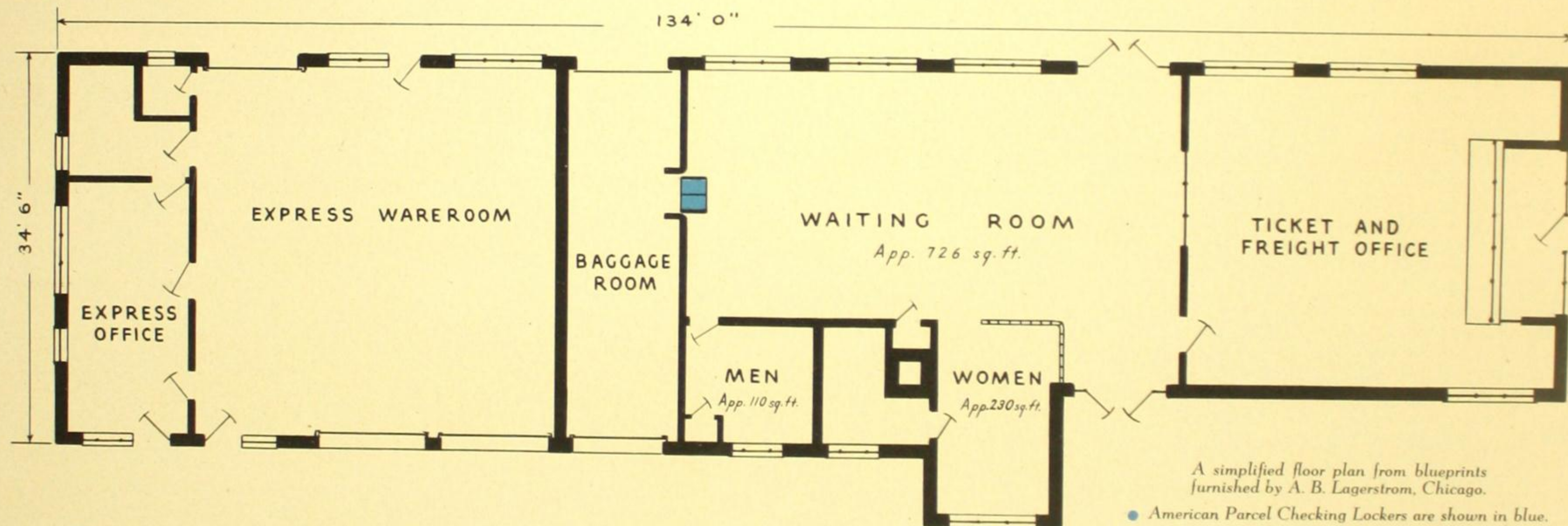
At both ends of the Waiting Room, large murals portray seasonal, pastoral, and industrial scenes appropriate to the vicinity.

The Women's Lounge, off the Waiting Room, has a glass brick vestibule which shields its entrance, at the same time admitting light to the Waiting Room from the exterior windowed wall of the lounge.

At the end opposite the Ticket Counter, patrons of the Road will find, partly recessed into the Waiting Room wall beneath the clock, 8 convenient Parcel Checking Lockers finished to harmonize with the decorative theme.

Lighting is furnished by fluorescent fixtures close to the ceiling and at other points of vantage.

This station epitomizes economy of administration, for freight and passenger duties can be handled from one office with all public areas in full view from the office at all times. With its up-to-the-minute facilities and ingenious use of today's methods and materials, it serves a definite civic purpose for Austin. But more important, the patrons of the Milwaukee Road are more comfortably served.



RENOVATED and MODERNIZED SOUTH STATION

Boston, Massachusetts

BOSTON'S renovated and modernized South Station serves as the eastern terminus for the Boston & Albany and the New York, New Haven & Hartford railroads. For many years this station was considered the largest in the country from the standpoint of terminal facilities and the number of passengers handled. The station has approximately 80,000 passengers arriving and departing on trains every 24 hours. This volume of traffic is handled on 335 scheduled and many unscheduled train movements each day.

The South Station train shed and concourse was completely remodeled in 1931. The size of the old train shed with its 28 tracks, the many passengers and trains using the Terminal, and the corrosion of the huge balloon roof caused by the combination of salt-laden sea atmosphere and engine smoke and gases made demolition work extremely hazardous. Removal of the shed required approximately 100 days. It is a tribute to the planners and workers that during this work not a single passenger was injured, not a train was damaged, and a minimum of interference with the regular movements of trains resulted in no delay in schedules.

Since the shed roof was not considered safe enough to support even the lightest derricks or traveling cranes, two travellers were used from track level. These travellers consisted of steel trusses supported by wooden towers having flanged wheels running on the station

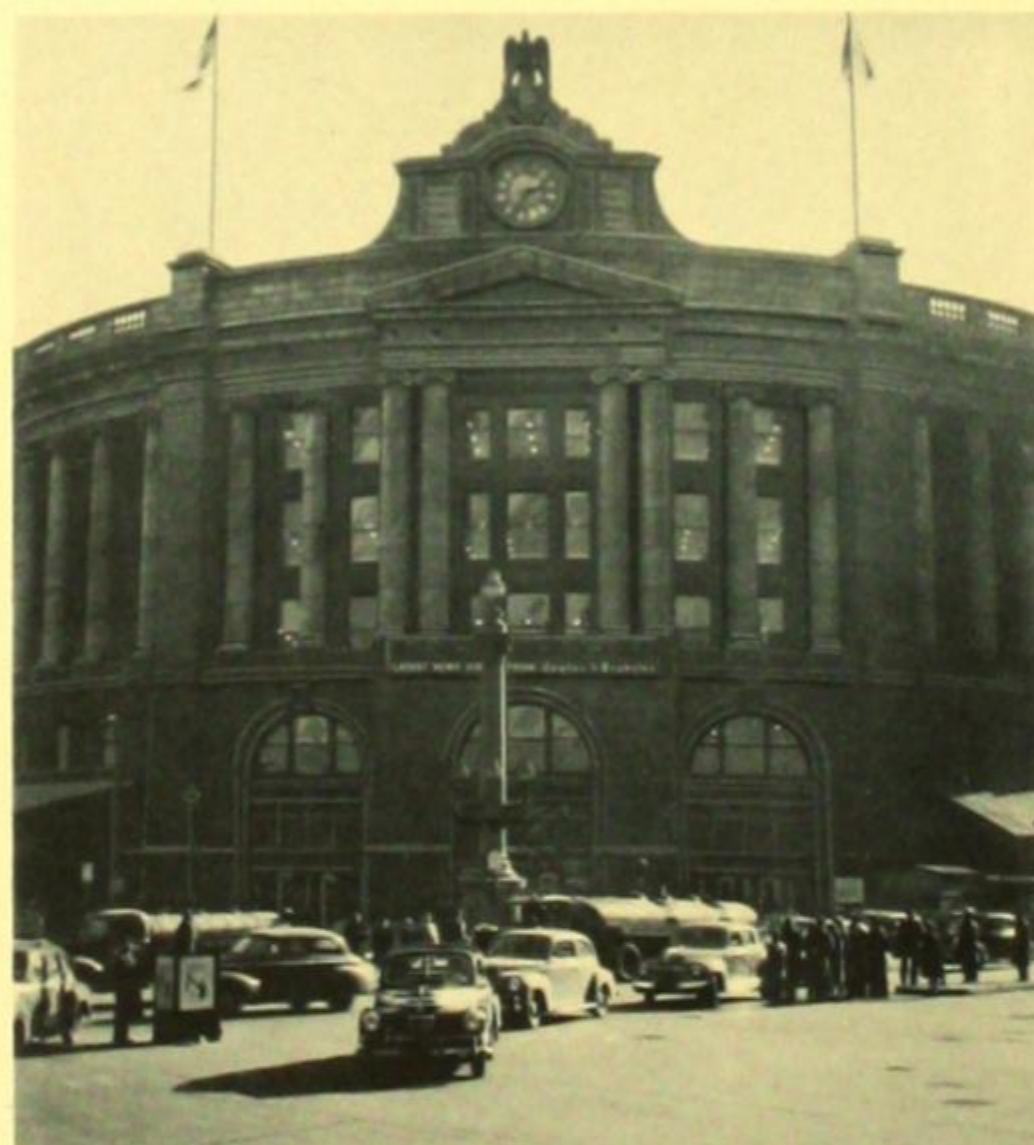


PHOTO BY NEW HAVEN RAILROAD

tracks. Usually, after midnight, when there were few passengers, the roofing material was removed by hand labor. The steelwork was removed by careful plan so that removal of one piece would not weaken the stability of the others.

While the track layout has not been extensively changed, all of the tracks were shifted in varying degrees to fit in with the new arrangement of passenger platforms. The seven more centrally located track platforms are served by enclosed ramps leading to a baggage and express trucking subway beneath the track level. All of the new platforms are covered with butterfly-type sheds. A complete new system of sub-surface drainage throughout the station area accompanied the installation of track and platform facilities.

In 1944 extensive improvements in waiting room decorations and facilities were carried out so that South Station today ranks once again as one of the modern and up-to-date passenger Terminals in the nation. It has been transformed into an attractive, spacious Terminal that places it on a par with other principal terminals throughout the country.



The Renovated
Waiting Room

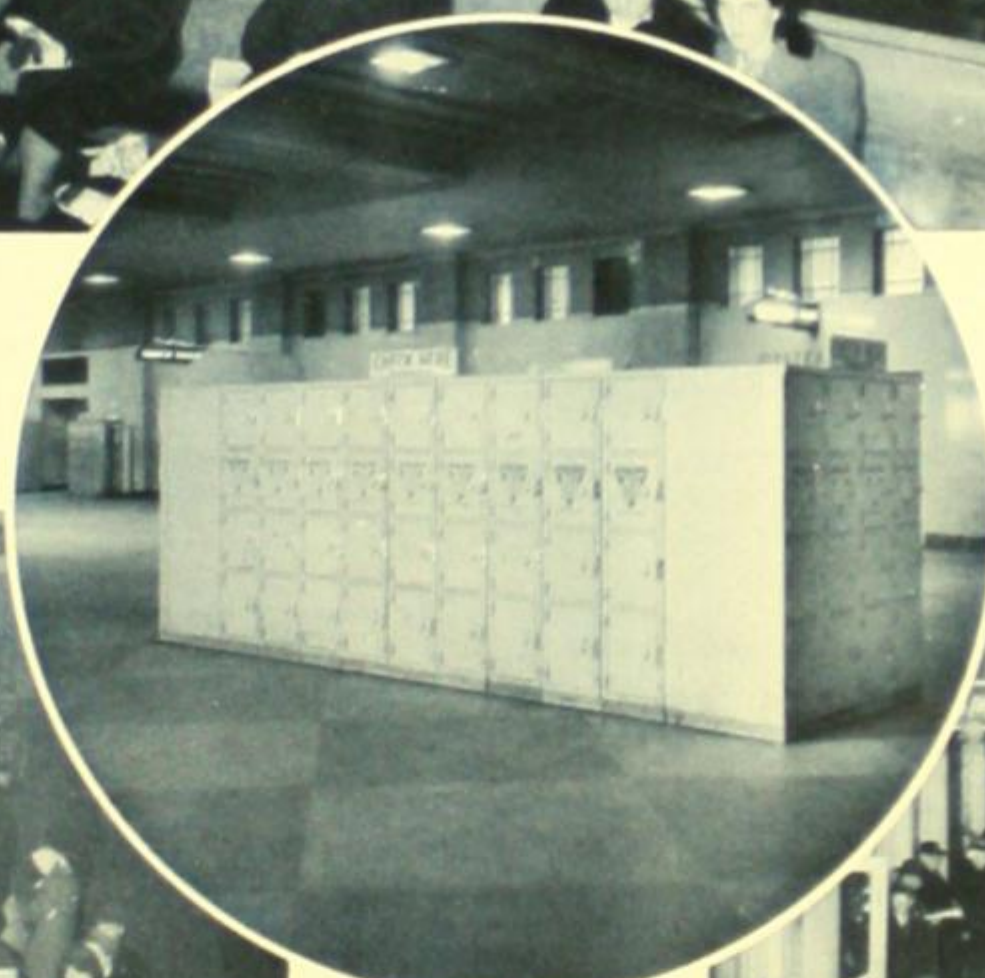


PHOTOS BY SHAW, BOSTON



PHOTO BY
EGAN PHOTO SERVICE
BOSTON

Views in the
Concourse



RENOVATED and MODERNIZED SOUTH STATION

BOSTON, MASS.

Population 770,816

Architects: DENSMORE, LeCLEAR & ROBBINS, Boston, Mass.

General Contractor: SAWYER CONSTRUCTION COMPANY, Boston, Mass.

Services: Boston & Albany; New York, New Haven & Hartford.

The modernization program of South Station took place at a cost of \$2,500,000, transforming the old "Midway" into a beautiful concourse with renovated terminal facilities.

Planning of improvements was carried out under the general direction of the Building Committee of the Boston Terminal Company. A. S. Tuttle, engineer of the Terminal Company and construction engineer of the New Haven, working with G. A. Kirley, then chief engineer of the Boston & Albany, directed the work. This beautifully renovated Terminal is now one of the finest on the East coast.

Structural Details and Facilities

When built in 1898 the Station consisted of a stone-brick front office building running about 700 feet along Summer Street and 700 feet along Atlantic Avenue. In the remodeling process the office unit was not altered. Almost all of the changes were made in the concourse and main passenger facilities.

A rather unusual feature is the Motion Picture Theatre extending along the south end of the concourse. It seats 600 people on a ramped floor.

The old midway was covered by a timber roof, with a series of transverse skylights, and supported on exposed structural steel trusses. This midway was completely revamped into a modern enclosed concourse.



INTERIOR. The brick face of the interior walls in the concourse was replaced by a high marble wainscot. Etched aluminum trim was used at all wall openings and above the marble counters at the ticket windows and concessions.

The old steelwork of the roof structure was hidden by a plaster ceiling of heavy beam construction in appearance and suspended from new, light trusses.

The old mastic floor was replaced by a 2-color terrazzo tile floor in large square patterns.

The entire track side of the concourse was enclosed with double sliding glazed aluminum doors at each entrance to the track platforms.

All walls above marble wainscot are plaster and painted a cream color.

Clusters of lights, recessed in the concourse ceiling and supplemented by many other lights in concessions, were installed to provide the Station with ample light.

The Restaurant, Ticket Offices, Lunch Room, Parcel and Baggage Rooms were completely changed to improve their facilities and modernize their design.

The electric, remotely-controlled train-announcing system was said to be the first of its kind installed in the country. This announcing board was placed in the main concourse, close to the control station in the center of the concourse.

A new heating and ventilation system was provided, the air being forced into the concourse through aluminum grillages.

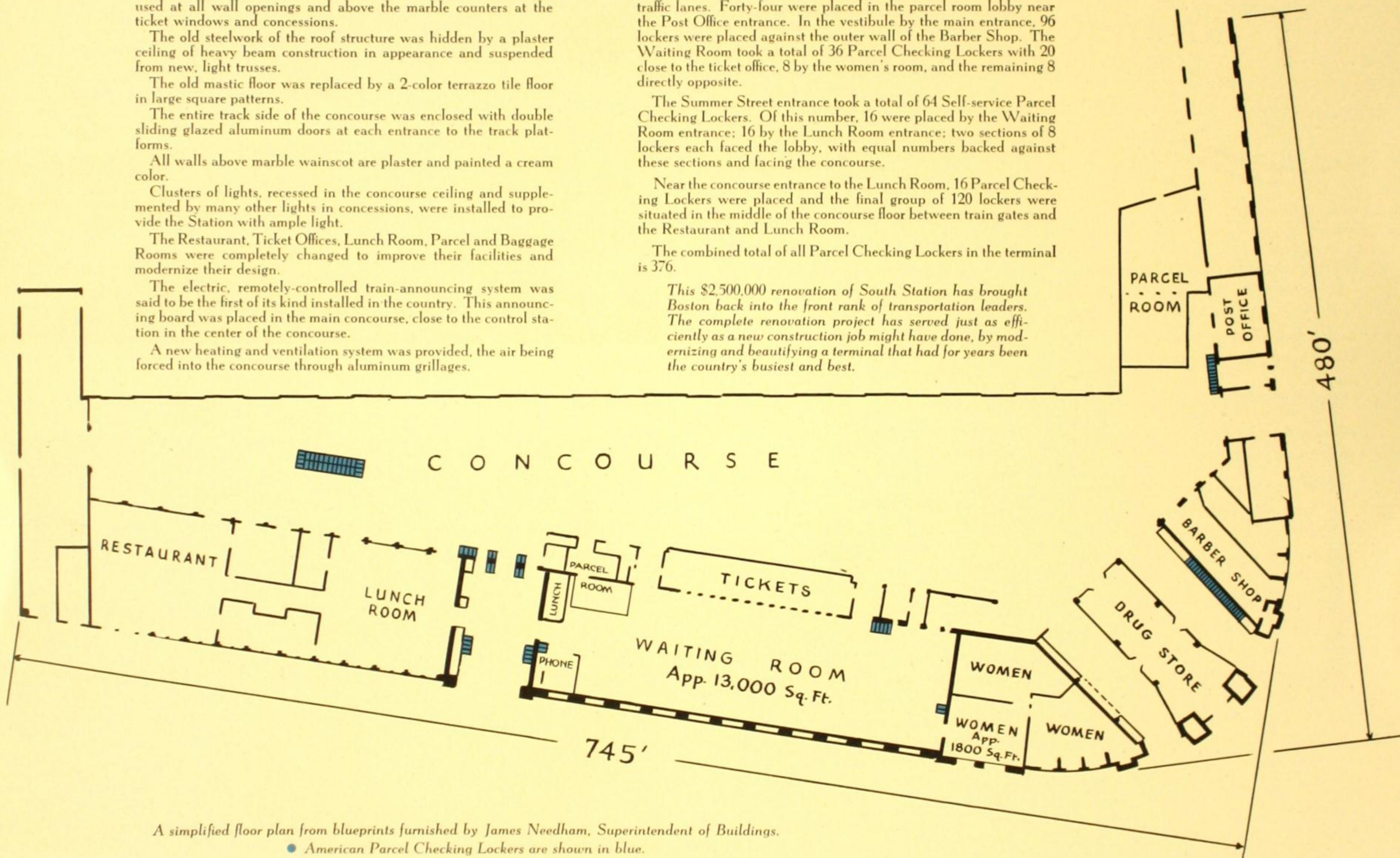
Self-service Parcel Checking Lockers were arranged in a pattern to provide ready access to their facilities without blocking busy traffic lanes. Forty-four were placed in the parcel room lobby near the Post Office entrance. In the vestibule by the main entrance, 96 lockers were placed against the outer wall of the Barber Shop. The Waiting Room took a total of 36 Parcel Checking Lockers with 20 close to the ticket office, 8 by the women's room, and the remaining 8 directly opposite.

The Summer Street entrance took a total of 64 Self-service Parcel Checking Lockers. Of this number, 16 were placed by the Waiting Room entrance; 16 by the Lunch Room entrance; two sections of 8 lockers each faced the lobby, with equal numbers backed against these sections and facing the concourse.

Near the concourse entrance to the Lunch Room, 16 Parcel Checking Lockers were placed and the final group of 120 lockers were situated in the middle of the concourse floor between train gates and the Restaurant and Lunch Room.

The combined total of all Parcel Checking Lockers in the terminal is 376.

This \$2,500,000 renovation of South Station has brought Boston back into the front rank of transportation leaders. The complete renovation project has served just as efficiently as a new construction job might have done, by modernizing and beautifying a terminal that had for years been the country's busiest and best.



A simplified floor plan from blueprints furnished by James Needham, Superintendent of Buildings.

• American Parcel Checking Lockers are shown in blue.

RENOVATED STATION C. M. St. P. & P. RAILROAD

Dubuque, Iowa

THE city of Dubuque is located on the banks of the Mississippi River and is one of the oldest established communities in the State of Iowa, having been settled by a French pioneer named Julian Dubuque.

The railroad was established in this city sometime in the sixties, and the passenger station was constructed in 1881.

With the consolidation of Division offices some years ago, the second story office portion of this structure was vacated and used only as a meeting place for a railroad social group. This use resulted in a relatively high maintenance cost for a small occupancy.

When the problem of renewal of the roofing and roof structure could not be further ignored, plans were made in 1942 to remove the second floor roof and roof structure. This decision has provided a

building of modern appearance with an efficient use of the remaining first floor space.

The particular operation involved was controlled by the many governmental limitations on building materials. Every effort was made to reuse materials salvaged from the removal of the second floor as well as the reuse of interior lighting fixtures, furniture, plumbing, and many other facilities.

While an alteration project has many existing conditions which limit the plan, this particular project worked out satisfactorily to meet all requirements. These alterations have provided a structure which has the same utility value as would have been provided by a renewal of the structure at about 25% of the cost of a new building. At the same time these alterations have improved the aesthetic properties of the interior and increased all facilities for passenger comfort.



Two Views of the Lounge-like
Waiting Room



RENOVATED STATION C. M. St. P. & P. RAILROAD

DUBUQUE, IOWA

Population 43,892

Architects and Supervision: The Milwaukee Road Engineering Department.

Builders: ANTON ZWACK CONSTRUCTION COMPANY, Dubuque, Iowa.

Structural Details and Facilities

EXTERIOR. The work on this project consisted of making alterations to a two-story masonry structure which was built in 1881.

Upon decision to abandon the use of the second floor, the walls and roof structure above a parapet wall line, 2' above the finished second floor, were removed. The finished second floor was used for

a roof deck and built-up tar and gravel roof laid thereon. New concrete coping was placed on top of the parapet wall.

The exterior windows, which were narrow and high, were grouped in pairs with a 1'6"-wide masonry support between. Removal of the masonry support and placing of steel beams to span the full width of the two window openings permitted placing new windows which minimized the extreme vertical height of the openings.

The entire masonry exterior was cleaned and brick painted with a light buff masonry paint.

INTERIOR. The original floor plan of this structure provided separate Waiting Rooms for both sexes, with a separation between the 2 rooms formed by the Ticket Office and the stairwell to the second floor. With the removal of the second floor, the space occupied by the removed stairwell was used for toilet facilities. One of the Waiting Rooms was altered for use as offices for the passenger and freight agent.

The interior walls are plastered, with plaster returns on all exterior door and window openings.

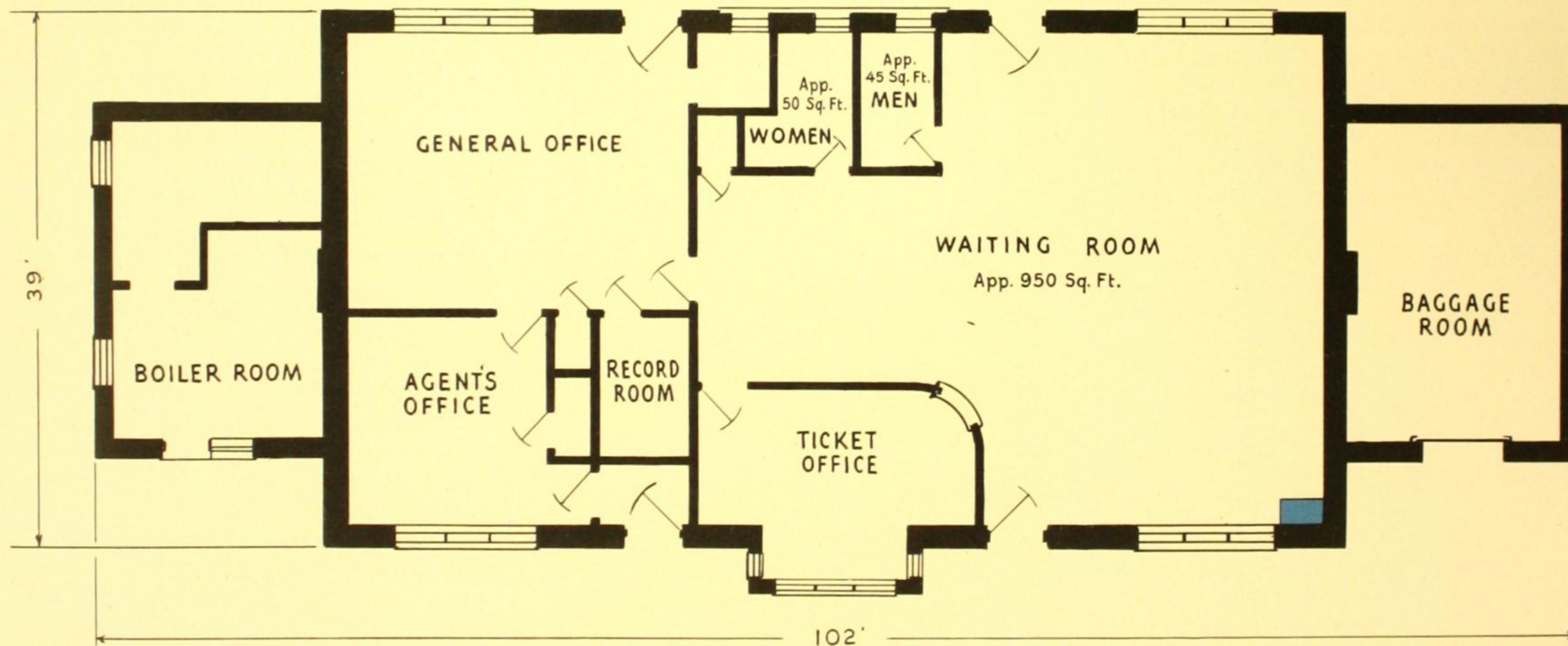
The ceilings are suspended metal lath and plaster, with incandescent lighting.

The existing hot water heating system has been retained.

The furniture includes refinished oak settees and groupings of lounge furniture.

One cabinet of 4 Self-service Parcel Checking Lockers is situated in a corner of the Waiting Room.

Despite severe limitations on building materials, skilled planning and the careful use of all materials enabled the Milwaukee Road to modernize their Dubuque Station and increase its functioning efficiency through the process of complete renovation.



A simplified floor plan from blueprints furnished by A. O. Lagerstrom, C. M. St. P. & P. Railroad.

● American Parcel Checking Lockers are shown in blue.

D. & R. G. W. NEW RAIL AND BUS STATION

Salida, Colorado

SALIDA, Colorado, with a population in 1940 of 4,969, is an industrial, residential and agricultural center as well as being a vacation resort of prominence. Located 50 miles west of the Royal Gorge, that scenic Mecca for vacationists, Salida lies on the main line of the Denver & Rio Grande Western Railroad. All passenger trains stop at Salida, for it is a junction point with the D. & R.G.W.'s narrow gauge lines leading west and south. It is one of the busiest points on the Rio Grande road between its western Terminal at Salt Lake City and Pueblo, 100 miles to the east.

Not only is there considerable railroad traffic through Salida, but this attractive community in the Rockies is also a center of extensive operations of Rio Grande Trailways.

Over 480 employees of the Railroad are gainfully employed at this Terminal city, and it is estimated that together with other wage earners in industry, the monthly payrolls expended in Salida are well over \$105,000.

The combined volume of Railroad and Bus traffic to and through this city grew to such an extent, that it became speedily apparent in 1941 that the facilities and buildings of the railroad and bus line would soon become inadequate to handle it smoothly and efficiently.

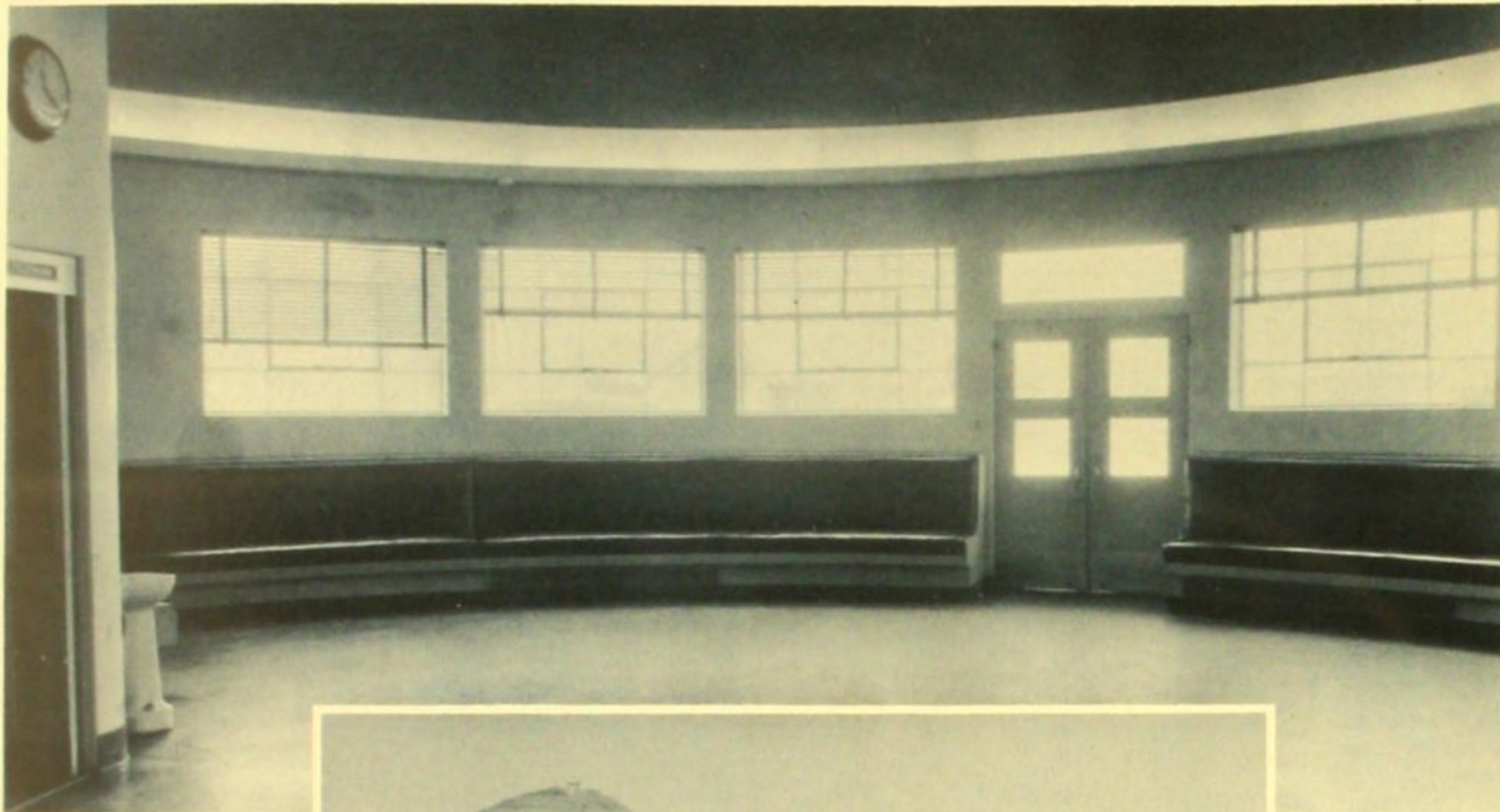


The original station, built some fifty years before, was a one-story, multi-gabled building of stone, whose interior appointments and facilities were typical of the period in which it was built. Moreover, the administrative offices of this Division Point were housed in other buildings, not at all convenient to the railroad, and all structures were badly in need of repair. A complete renovation project would have cost a great deal of money, in addition to which it was anticipated that the cost of future maintenance would be high.

The construction of a new station at a site not far from that of the original station and at a cost estimated to be not more than that of renovation and future maintenance charges was decided upon.

The new station permitted a consolidation of all facilities of the Railroad and Bus Line under one roof, a decided advantage from both the economic and functional viewpoints. It permitted the dismantling of the four old structures, thereby improving the surroundings, and finally, — through its streamlined effects, use of modern materials, and smart planning of facilities, — produced a colorful atmosphere which appeals to patrons of the two services, at the same time simplifying the problem of future maintenance and administration of the station itself.

The Semi-Circular Waiting Room



Bus and Rail Ticket Offices

D. & R.G.W. NEW RAIL AND BUS STATION

SALIDA, COLORADO

Population 4,969

Supervision: A. E. PERLMAN, Chief Engineer, D. & R.G.W.
C. M. LIGHTBURN, Assistant Chief Engineer, D. & R.G.W.

Construction: W. E. RYBERG COMPANY, Salt Lake City, Utah.

Services: Denver & Rio Grande Western Railroad, Rio Grande Trailways.

This flashing white and blue structure, costing approximately \$40,000, permitted four outstanding improvements. **FIRST**, it replaced four outmoded structures previously housing the offices of the railroad and bus line. **SECOND**, it eliminated expenditure in repair and future maintenance possibly as great as the cost of the new building. **THIRD**, it effected economies through consolidation of official railway, bus, and passenger facilities. **FINALLY**, it permitted many basic improvements in the track arrangement serving the yard area.

Structural Details and Facilities

EXTERIOR. It is noteworthy that this lovely Station houses not only the joint facilities for railroad and bus passengers, but also the Terminal Administrative and Operations Offices, the Yard Office, and a Car Foreman's Office, and yet its maximum measurements are but 99' long by 50' in width. Its interior arrangements are effectively coordinated so that patrons of both services benefit to the greatest possible extent in comfort and convenience.

The Station is a two-story structure, except for the single-story semi-circular Waiting Room at the west end. Its southern elevation faces the business section of Salida at the end of one of the most important thoroughfares. With the exception of the circular treatment of this western bay, the general trend of architecture is rectilinear, but not severe. The clever use of blue in bands, courses, and trim creates a colorful and most pleasing effect against the background of Tenderfoot Mountain to the north, and the other swelling heights which extend along its east-west axis.

This most prominent building is of fireproof brick construction, painted white. Doors, sash, and cap course of both the two-story part and the Waiting Room are blue. The taller part of the building is adorned near the top by 3 horizontal bands of blue; by way of further modernization, over the entrance door, there are 3 vertical streamers reaching roof level. Somewhat reminiscent of World's Fair influence is the prominent masonry pylon which climbs up the western face of the building from the Waiting Room roof to extend above the roof level of the two-story section.

Atop the Waiting Room roof and visible for a great distance down the Salida thoroughfare is a large Neon sign whose streamlined letters, "Rio Grande," pierce a symbolic heart, bringing to glowing life the railroad's slogan, "Through the Rockies — Not Around Them".

The Station has parking areas and broad drives around it so that the Trailways Buses may come right up to its main entrance, or go directly to the train platform.

INTERIOR. There are 4 outstanding features executing the modern theme which characterizes the interior treatment: Plain, unadorned walls; rectilinear lines; the great variety of contrasting colors, and electronic lighting through fluorescent fixtures.

The Waiting Room

This public area is semi-circular in shape with a radius of 25' and a "base" of 50' at its widest point. An additional area of approximately 44' x 17', homogeneous with the Waiting Room, is used for the Ticket Offices of the Railroad and the Bus Line.

Cream tinted plaster walls, topped by a cove, rise to a white plaster ceiling, which lies below a fully insulated roof. At the west end of the Waiting Room, 6 large sectional steel sash window openings form the bay whose width exceeds an arc of 120° through which may be viewed a scenic panorama. The trim of these windows and 4 others is blue, and all are equipped with Venetian blinds.

Against the curved wall beneath the windows of the bay is a series of settees with red leather-upholstered seats and backs. Heat radiation grilles are installed beneath the settees.

Illumination is furnished by continuous fluorescent fixtures concealed in the cove near the ceiling.

The floor of the Waiting Room-Ticket Office area is concrete with a mottled red asphalt tile laid in square pattern, spreading over-all to a black border and wall base.

The Ticket Offices

There are two offices, one each for the Railroad and the Bus Line. Actually these "offices" are open working areas, located at the east end of the Waiting Room in the corners opposite each other. Between them, a door leads to the Men's Toilet and the Express and Baggage Room. The Women's Toilet and Rest Room are located off the south side of the Waiting Room near the entrance.

Each Ticket Office is enclosed by a very modern type open-top counter with wood front sloping from a broad top to a narrower base. The top is free of wickets, and is covered with a brilliant yellow plastic sheeting.

Luggage Checking Facilities

Close to the Bus Ticket counter are 8 convenient Self-service Luggage Checking Lockers. These are in a handy location, out of the main lanes of travel from entrance to train platform, yet are sufficiently near at hand to permit quick pick-up of stored articles, which is one of the primary considerations in choosing the location for luggage checking equipment of this nature.

Rest Rooms

In keeping with the general scheme of interior treatment, both the Men's and the Women's Toilets are plain yet colorful, with plaster walls — tinted cream in the Men's and light green in the Women's Rooms. A small Rest Room is adjacent to the Women's Toilet. Modern plumbing and sanitary equipment has been used,

with white porcelain and chromium plated fixtures. As in the Waiting Room, the floor is red asphalt tile with black border and base.

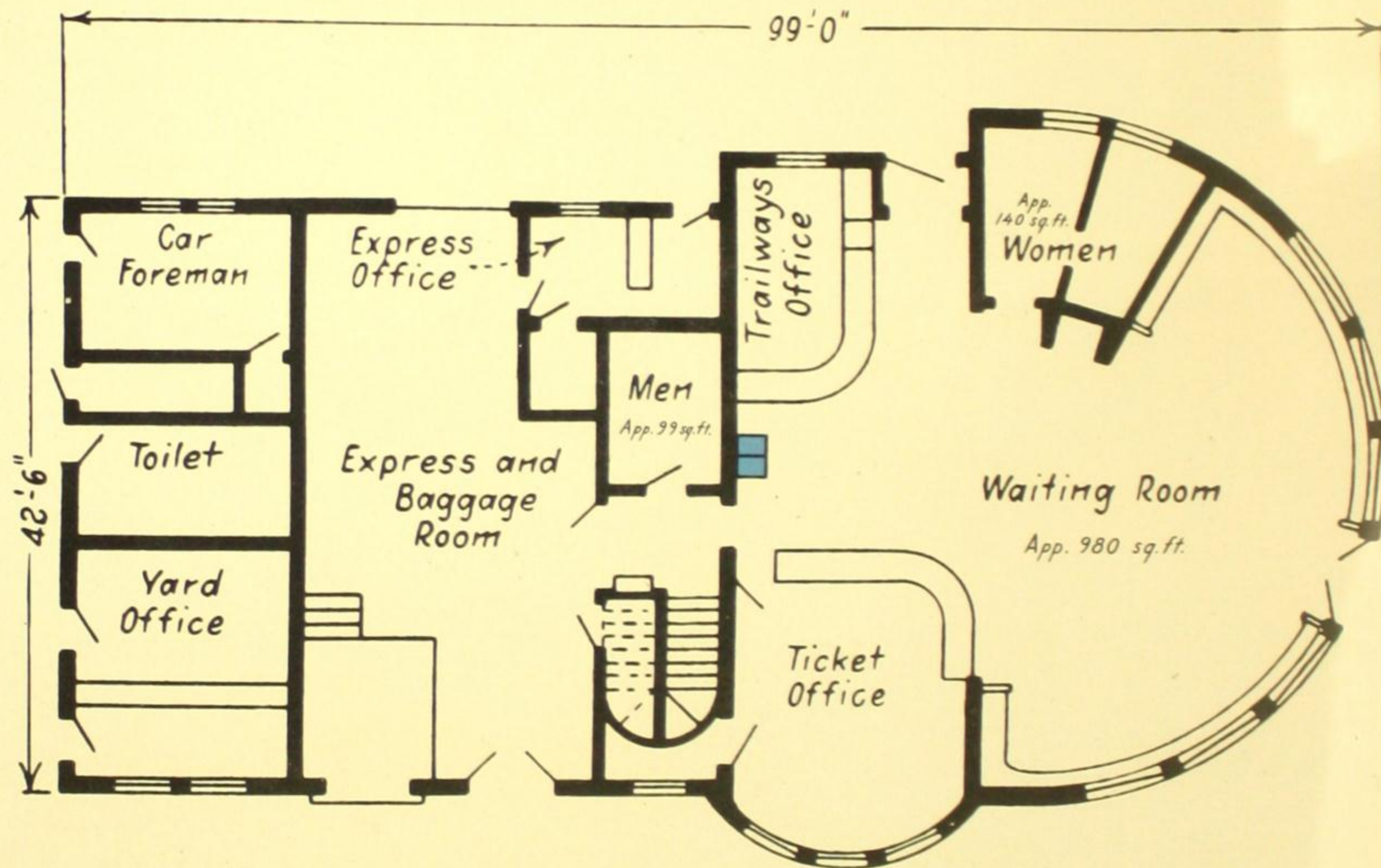
Other Facilities

The eastern section of the ground floor, completely away from the public areas, is utilized by a large combination Baggage and Express Room; a Yard Office; and the office of the Car Foreman.

The upper story of the Station, reached by a stairway from the corridor leading to the Baggage Room, and by another at the east end of the Station directly from the street, contains the offices of the Trainmaster, Dispatchers, and Telegraph Operators. These are grouped about a Locker and Wash Room for employees. The floor is

similar to that on the ground floor. Walls and ceilings are plaster, except in the Dispatchers' and Telegraph Operators' Rooms; these have sound deadening treatment. Fluorescent lighting is, of course, employed here as well as downstairs. Floor type radiators furnish heat from the Terminal Boiler Plant.

This striking new Station is a fine example of combining many facilities for both Railroad and Bus Transportation under one comparatively small roof. It has enabled the Railroad not only to eliminate for all time 4 outmoded buildings together with a heavy repair and maintenance expense, but has also furnished the community with a completely modern building of civic value — all at no greater expense than the modernization of the former separate facilities would have entailed.



A simplified floor plan of D. & R.G.W. Rail and Bus Station, Salida, Colo., from a Reproduction in *Railway Age*.

• American Parcel Checking Lockers are shown in blue.

NEW UNION PASSENGER TERMINAL

Los Angeles, California

LOS ANGELES, Queen of the Angels, is today the fifth ranking city of the United States with the 1944 City Zone population estimated at 2,319,235. The resident population of the Los Angeles production area raises the City Zone population to more than 3,300,000. The trading area, including Pasadena, Whittier, Long Beach, San Pedro, Pomona, Ontario, Santa Ana and Santa Monica, is estimated to exceed 3,500,000.

Los Angeles is the leading industrial center of California and is one of the thirty-three areas which produce more than one-half of all the foods manufactured in the United States.

Founded in 1781, on the west bank of the Los Angeles River, by 1870, after nearly a century of romantic and somewhat leisurely pioneering life, Los Angeles had a population of approximately 3500. People from all parts of the country were attracted to this beautiful and fertile land, equable climate, and unrivaled opportunities, and its infant days gave way to "an uncouth adolescence characterized by intensive exploitation".

Today, Los Angeles, the county seat, covering an area of over 400 square miles, besides being an indus-

trial center of prominence, is also a wholesale and agricultural leader, a vacation resort of national note, and a cultural focus of international reputation.

Principal among the industries of Los Angeles are petroleum refining, wholesale meat packing, rubber tires and tubes, women's clothing, and foundry and machine shop products. Motion pictures, the country's fifth largest industry, operates on an annual budget of \$200,000,000 and contributes in no small degree to the section's prosperity. Indeed, Hollywood has become not only a style and furniture center, but also a leader in radio and television. Since the beginning of the present decade, two other industries in this most active of United States areas . . . shipbuilding and airplane

production . . . have grown to an almost incredible volume of production.

Los Angeles is served by Air and Bus transportation, and by three major railroads . . . the Atchison, Topeka and Santa Fe, the Southern Pacific and the Union Pacific. The Pacific Electric Inter-Urban connects Los Angeles with all cities within a radius of 83 miles.

Prior to 1939 when the Los Angeles Union Passenger Terminal was completed at a cost of over \$11,000,000, thereby consolidating the passenger facilities of the Santa Fe, Southern Pacific and Union Pacific, — two stations served these roads, — the Santa Fe's at Santa Fe Ave. and First St. and the one at Central Ave. and Fifth St., shared by the Southern Pacific and the Union Pacific.

For over twenty years there had been constant discussion between these three great railroads over selection of a site for a proposed new Union Passenger Terminal. Finally a location was agreed upon — a forty-five-acre tract of property known as the Plaza site in the city's old Chinatown, near the newly developed civic center, facing on Alameda St.

The Union Terminal was completed on May 7, 1939. Its construction was based on a division of ownership



costs by the three railroads on a proportional use scale: 23% to the Union Pacific; 33% to the Santa Fe; and 44% to the Southern Pacific. Operating expense is pro-rated on a use-car plan.

All development and supervision of this magnificent project was accomplished by Committees, each of which had one representative from each railroad. Actual work of construction was delegated to the Board of Managers and the Engineering Committee, which in turn appointed sub-committees to the responsibility of executive supervision in accordance with their own technical fields. Sub-committees were: Architectural, Electrical-Mechanical, and Communications.

The Union Terminal is an architectural gem in the Mediterranean style. The structural units of the station proper have an over-all frontage of 860' along Alameda St. A set-back of 200' provides a broad expanse artistically landscaped and ornamentally lighted, and given over to parking areas, walks and driveways.

The Station group comprises many different buildings of varying sizes, shapes and heights, each a separate and independent structural unit, yet so designed as to present a homogeneous appearance.

The lovely off-white walls of this Mediterranean-type building are broken at frequent intervals by Venetian-blue steel-sash windows. The tan of the door and window reveals and the red quarry tile sills add to the generally colorful effect. The angular lines of buildings are further softened by the stepped-down levels of the tile roofs of variegated color and pattern, and by arcades and pavilions symmetrically placed north and south of the centrally dominant entrance building. As functionally proper as they are architecturally in keep-

ing, these sun-shaded passages serve to further the low rambling effect of the Alameda St. elevation.

Three major areas combine to form the H-shaped station group of the Union Terminal: the western member, parallel to Alameda St.; the Waiting Room unit, flanked by patios on either side forming the cross-bar; and the two-level, three-story Utility Building which contains the arrival and departure lobby, concourse and reception hall at ground level, the mail and baggage areas at track level, and the Express Agency offices on the third floor.



PHOTO BY LUCKHAUS STUDIO, LOS ANGELES

This is a stub-end Terminal accommodating 32 tracks, of which 16 are for passenger trains, served from 8 broad covered platforms, the remainder being used for locomotive release tracks and for the loading and unloading of express and mail cars.

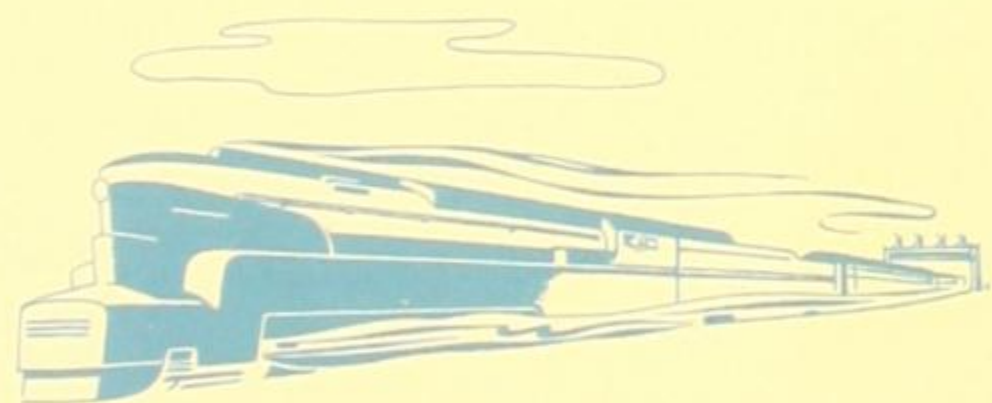
Track layout is parallel to the north-south axis of the station due to requirements of the site, a factor which dictated that the east side of the Station should be of two-level construction to serve the tracks and platforms which are at an elevation of 17' above the ground floor of the station. This arrangement permits of a wide, arched passenger subway from the Station extending easterly for a distance of 500' beneath the tracks with ramps leading to the various passenger platforms.

About 500,000 cubic yards of fill laid down in 6" to 8" layers were required to build the embankment support for the tracks of the "throat" and the terminal end. In addition, the construction of two rigid-frame, reinforced concrete vehicular underpasses was required to carry the tracks of the "throat" and the approach. The Macy St. underpass, nearest the Station, is 505' long, with a single span of 68', and carries 25 tracks. The second one, further north, carries 7 tracks across Vignes St. and is 131' long.

Within the Station everything has been done to provide the maximum convenience for outgoing and incoming passengers and transients. The arrangement of public facilities produces a feeling of spacious freedom and efficient management. The atmosphere of quiet and unhurried serenity, — away from all noise of street traffic, from the grime of soot and smoke, — creates a sense of peace and relaxation. The new Union Terminal at Los Angeles with all its facilities is one of the outstanding Terminals of the country.

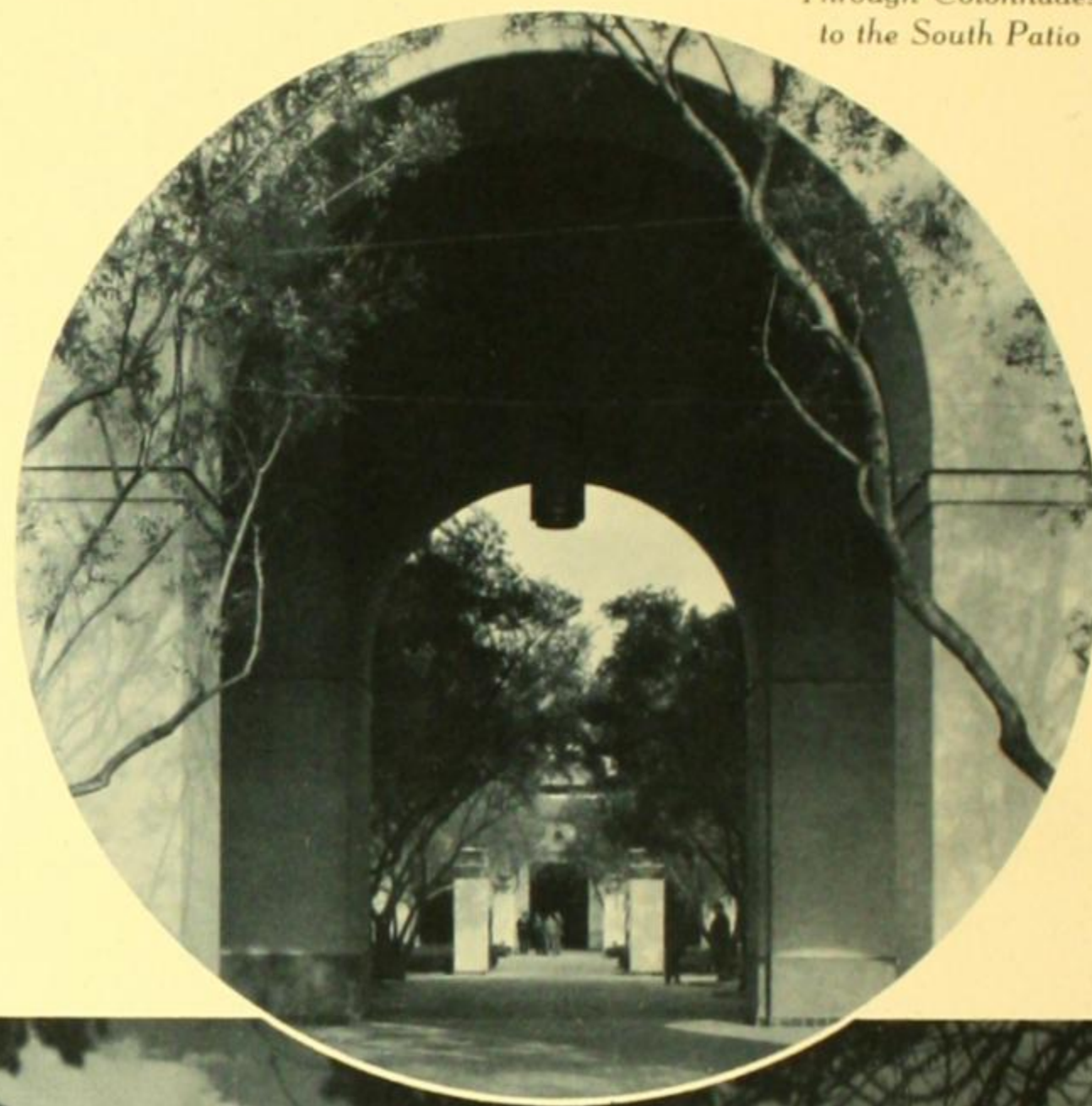


The Main Waiting Room



PHOTOS BY LUCKHAUS STUDIO, LOS ANGELES

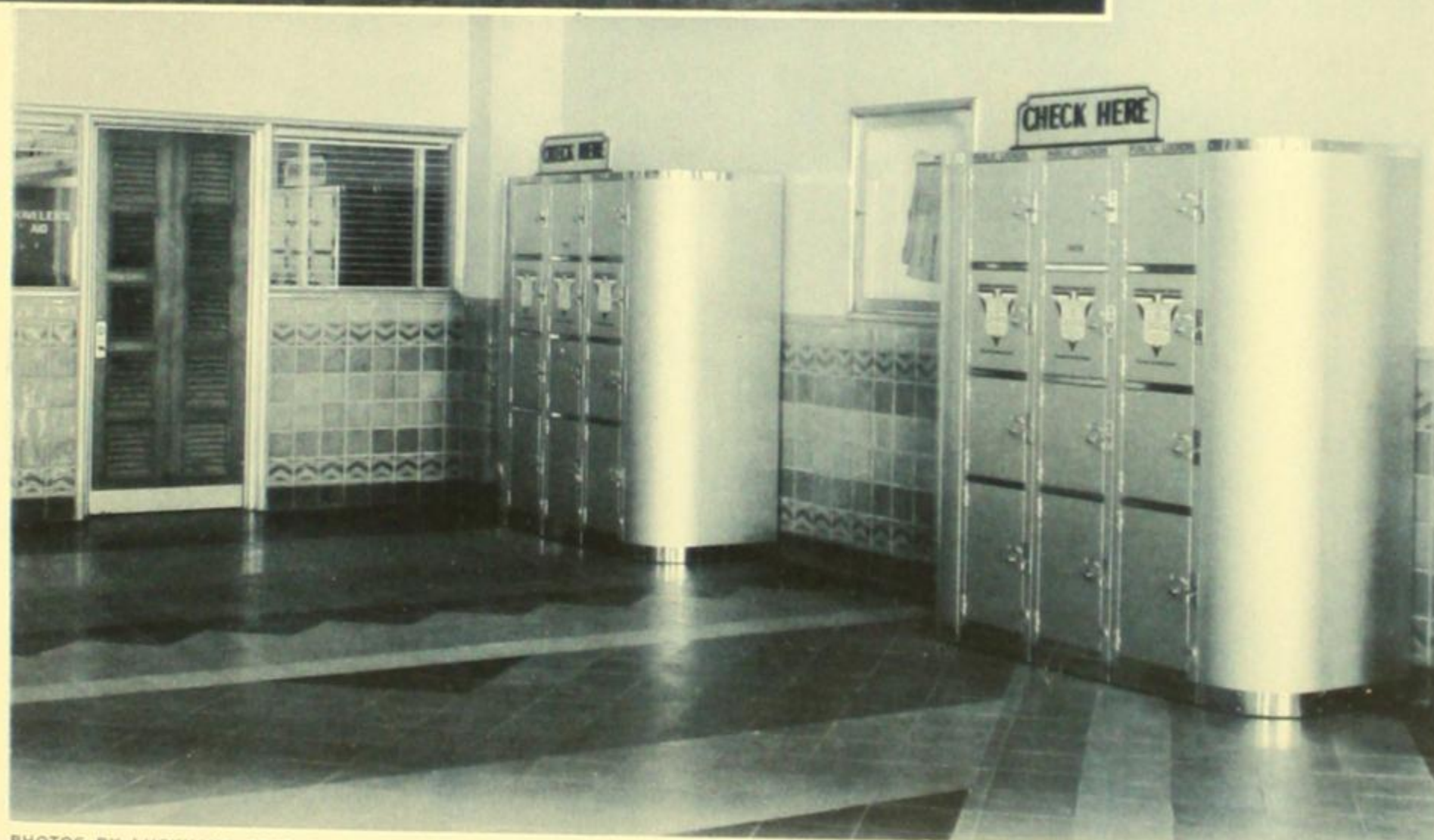
Front View of Union Terminal



*Through Colonnades
to the South Patio*



Passageway
Alongside
Patio



PHOTOS BY LUCKHAUS STUDIO, LOS ANGELES

Entrance to Travelers Aid

NEW UNION PASSENGER TERMINAL

LOS ANGELES, CALIFORNIA Population (1940) 1,504,277

Engineering Committee: M. C. BLANCHARD, Chief Engineer, Santa Fe, Coast Lines, Chairman.
W. H. KIRKBRIDE, Chief Engineer, Southern Pacific, Pacific Lines, represented by J. C. E. McCLURE.
B. H. PRATER, Chief Engineer, Union Pacific, represented by L. T. JACKSON.
A. J. BARCLAY, Construction Engineer.
S. V. MEIGS, Assistant Construction Engineer.

General Contractor: ROBERT E. MCKEE, Los Angeles.

Terminal Superintendent: G. E. DONNATIN.

Services: Atchison, Topeka and Santa Fe; Southern Pacific and Union Pacific.

Constructed in 1939 at a cost of more than \$11,000,000, the Los Angeles Union Passenger Terminal enabled three major lines to handle daily 34 arrivals and 34 departures of passenger trains, including such deluxe streamliners as Santa Fe's "Super-Chief" and "El Capitan", the Union Pacific's "City of Los Angeles" and Southern Pacific's "Daylight" and "Lark". It provided completely modern facilities for the efficient management of this great volume of passenger traffic. And nothing was overlooked to assure passenger comfort, safety and convenience,—from the magnificent interlocking and signal equipment of the approach, to the restful waiting rooms, spacious restaurants, and abundant luggage-checking facilities.

Structural Details and Features

Foundations and Walls: In general, the site selected presented good foundation conditions. However, all main buildings are erected on concrete piles which were poured in place to depths varying from 10' to 30' below the basement level.

Extreme care was taken to reinforce the walls of the larger units to insure against damage of seismic origin, special diagonal bracing and horizontal struts being employed to tie structures together,—a desirable feature in anti-earthquake construction.

In accordance with the Pacific Building Code, each building while appearing to be part of one single edifice is actually an independent structure, "attached" to its neighbor by wide expansion joints which vary from 2" to 4". Special metal slide plates are used in the floors. The Utility Building on the eastern side actually is made up of seven independent units with six 4" open joints.

Fibrous wall board lines the forms of exterior walls, reproducing its own mottled texture. After the forms were removed, a light brushing took off any clinging fibres and the wall surface was painted "off-white" with two coats of special concrete paint.

The Central Group: The Mediterranean motif is carried out everywhere except in the few instances where functional considerations prohibit.

Rising high above the irregular and colorful roof lines of the Alameda St. elevation are the main or central units which dominate the entire station. This tri-partite group consists of a high-arched entrance vestibule,—immediately adjacent to which and Northward is the ticket concourse or lobby. To the south is a beautiful 125' clock tower, topped by a Moorish finial.

The keynote of the otherwise plain face of the main entrance is its beautiful 50' high arch, bordered in mosaic tile in various tones of gray, green, blue and burnt sienna. Recessed from this lovely arch there are 5 bronze-framed glazed doors, in casements of the same material, over which ornamental concrete with pattern glass has been built into a gorgeous panel of appropriate design.

A reinforced concrete cantilever marquee over the entrance displays along its front edge in outline letters, "Union Station".

Just within the entrance is the vestibule, 80' x 50', with a centrally located information booth. Access is direct and easy to the Ticket Lobby to the north; or directly ahead to the Waiting Room; or south, beneath the clock tower, through the South Arcade to the Restaurant.

The floor of the Vestibule is in harmony with those of the adjacent Ticket Lobby and Waiting Room. Composed of patterned quarry tile in two shades of red, it has a 31" border of Verde Antique and Tennessee Marble. In addition, an 11' runner of marble runs centrally through its 80' length toward the Waiting Room. Marble is also used on the ground floor of the clock tower (South Passage) where an 18" border of Green Cardiff has been laid down around the tile.

Illumination for the Vestibule is furnished from two Spanish-type ornamental fixtures, 10' in diameter, which are suspended from the high-beamed arched ceiling.

The Ticket Lobby or Main Concourse to the left is the largest individual unit in the group and measures 146' x 80'. The ridge of the roof is 62' above the floor.

Along the east wall is the Ticket Office, approximately 115' x 25',—a long open-topped space with counter of Belgian black marble deal plates surmounted by wickets of walnut for the attendants.

Groups of leather upholstered settees for the patrons are the only furnishings in the Lobby.

At the north end of the main concourse is a two-story office building with Barber Shop, Women's Lounge and Rest Room, Toilet Rooms and a Smoking Room on its ground floor. The Women's Toilet has three dressing rooms and a shower; the Men's has two dressing rooms and two showers. All appointments in every room are of the most modern type.

On the second floor are the Terminal and Pullman Company administrative and operations offices.

In front of the building, and along the first floor level, an Arcade runs northward to a low peak-roofed pavilion. This North Arcade is interrupted just north of the business office by an ornamental archway over a drive leading to the north ramp, serving the mail, baggage, and express rooms on the upper level of the eastern wing of the Station.

South Arcade and Restaurant: The South Arcade, a many-arched passageway, 83' x 44', with patterned red brick floor, leads to the Restaurant in a two-storied building at the south end of the western group. The Restaurant unit has a frontage of 65' and symmetrically balances the northern office unit.

The Restaurant is 62' x 74' and the kitchen is 62' x 64'.

The main Dining Room seats 230 at tables and booths and 27 at a U-shaped counter; the Mezzanine Dining Room is somewhat smaller; the Cocktail Lounge contains a bar, 17 booths, and a private room, accommodating 75; there is also a soda fountain luncheonette, and a separate coffee shop for Terminal employees, seating 80.

An intimate, colorful atmosphere is produced by the motif and design of the Restaurant, which is 18th Century Spanish Provincial in modified form.

The floor of the Main Dining Room is patterned Valencia Spanish concrete tile in red, black and buff. A herringbone pattern of paving bricks has been used in the Cocktail Lounge, while the Mezzanine Dining Room is carpeted.

In the Main Dining Room the walls have a 10' wainscot of buff tile, similar to that in the floor, but with a reeded surface, topped by a plaster mold. Above this, acoustic-type panels separate areas of cream-colored plaster with a textured finish. In the Mezzanine, the walls are of white pine panels in random widths, harmonizing well with the acoustically finished vaulted ceiling. The Cocktail Lounge ceiling is similarly treated.



PHOTO BY KEYSTONE PHOTO SERVICE, LOS ANGELES

Conspicuous Signs Aid Travelers

Luggage-Checking and Parcel-Checking Facilities: Leading easterly from the Vestibule to the Waiting Room is a short passageway containing a news stand, soda fountain, and a room for checking hand luggage and parcels. Luggage-checking space is further increased by elevators to the basement where there is extra storage room. Luggage and Parcel Self-service Checking Lockers are strategically placed throughout the Station,—a total of 700, in groups of not less than 28, wherever the main traffic flows, as shown on the floor plan. There are 196 in the Vestibule and South Passage; 80 in the South Arcade leading to the Restaurant; another 84 in the Exit Arcade; 128 in the Reception Hall; 144 in the waiting room; and 40 in the entrance to the train concourse. For added convenience, there are 48 lockers just outside the Women's Room at north end of the Ticket Lobby or Main Concourse.

The locations of these parcel-checking facilities have been chosen with an eye to their convenience to the patrons of the road,—being directly accessible, yet so placed as to take up the minimum amount of important space.

The Waiting Room and Train Lobby: The Waiting Room unit is the horizontal member of the H-shaped group of buildings, and is 146' x 80'. The floor, like that of the Vestibule, is two-tone red quarry tile with marble runner and border,—and is unobstructed except for groups of leather-upholstered chairs and settees.

The walls have a wainscot of mosaic tile in geometric design of French blue, olive, terra sienna and raw sienna above a black Belgium marble base. A Campan Melange marble band 2" wide separates the tile from an expanse of Montana sienna-toned travertine with inserts of decorative tile. A band of hard plaster is set above this highly colorful course; and from this point upward the wall is finished with a tinted acoustic material. The same material is used on the ceiling 36' above floor level.

Walls are broken by wide square-topped windows in bays, fitted with amber cathedral glass which softens the light as it streams through. There are also Venetian blinds.

Lighting is by 6 chandelier fixtures of Spanish design similar to those in the Vestibule.

Heating, as in all main public areas, is by indirect method, thermostatically controlled, using large blowers, air filters and ducts. Fresh warmed air is introduced through diffuser grilles in the ceiling; cooler air is evacuated through outlets near the floor. Three 325 hp 4-drum watertube boilers heat all buildings and are also used for car heating. The induced draft system eliminates the need for a high, unsightly stack. Boilers are in the basement of the Utility Building in the eastern wing.

The Basement beneath the Vestibule, Waiting Room, and Train Concourse is used for parking and accommodates 125 cars. It is reached by concrete ramps located to the east of the Ticket Lobby.

The Eastern Wing: This is actually a two-and-three story series of independent structures, the second story being at track level.

The ground floor of the building, at the same level as the Waiting Room, contains the Train Concourse, the Departure and Arrival Lobby, and the Reception Hall for incoming travelers. The south end is occupied by Travelers' Aid, and sundry Terminal service offices, and by the office and public area of the Express Agency. To the left of the Train Concourse, occupying the north end of the Utility Building ground floor are a hand baggage checking space, a baggage room, Pullman Company employees' rooms, and a transformer room.

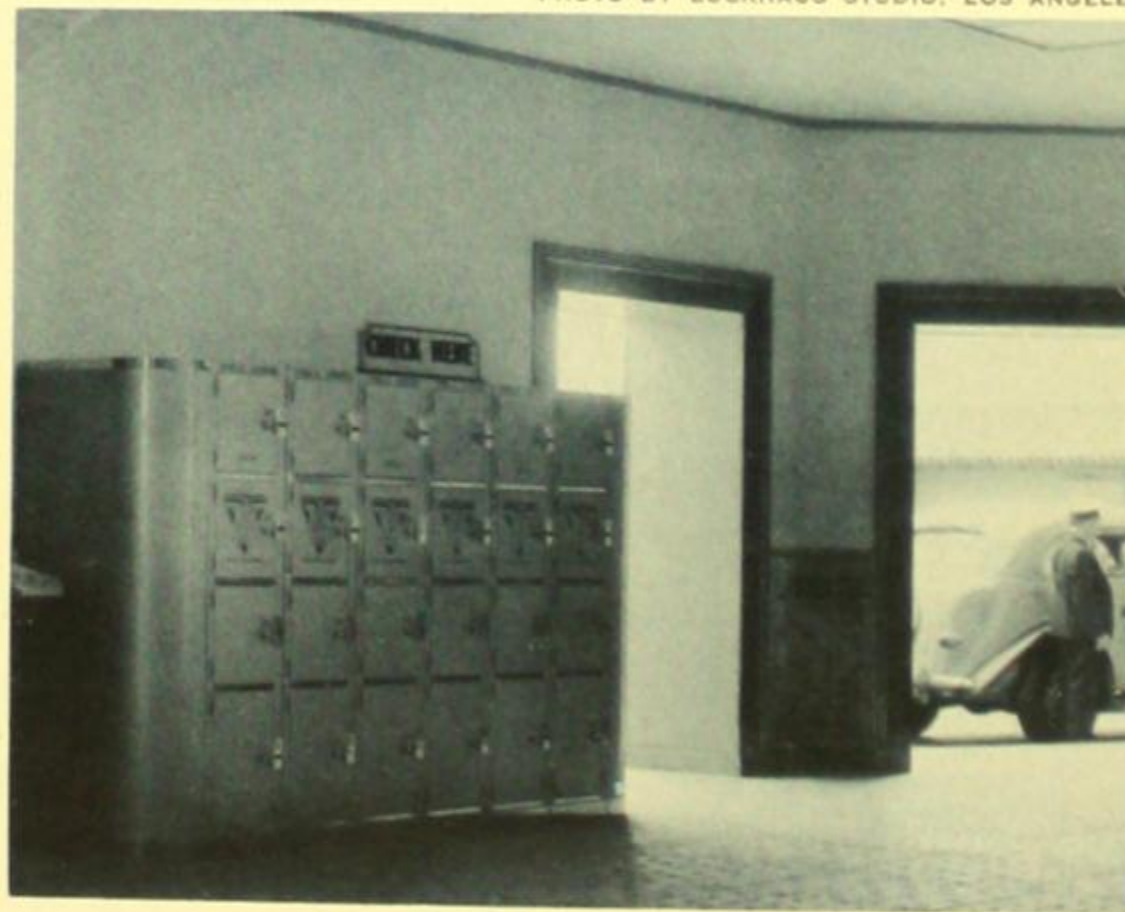
The decorative motif, floors, walls, and ceilings of the Train Concourse and the other smaller areas devoted to public use are completely in accord with the treatment of the larger areas.

Panel or strip lighting is employed here. Long bands of opalescent glass about 2' wide project some 5" below the ceiling, giving uniform illumination throughout the area. About 500 linear feet of this type of lighting has been installed in the Train Concourse, Lobby, Hall, and above entrance ways.

The Train Concourse, primarily for outgoing travelers, is closed on the east side by train gates leading to the Departure and Arrival Lobby, and thence by Subway to the passenger platforms. This is a unique arrangement, completely separating incoming from outgoing passengers and reducing confusion, for new arrivals are directed from the Subway to the Reception Hall, whence they may go to the Waiting Room, or to the Taxi Stand.

The south Patio is a beautiful open area, landscaped with pepper, olive, and palm trees, and small hedges growing around a five-tone red brick pavement. The north Patio, walled in and entered only from the Waiting Room, is flagstoned and has handsome gardens studded with orange trees, jacarandas, eucalypti, figs, avocados, and oaks.

PHOTO BY LUCKHAUS STUDIO, LOS ANGELES



Convenient Self-service Lockers

Baggage, Mail, and Express Facilities: The second story of the Utility Building, at track level, contains all necessary facilities for the handling of baggage, mail, and express for the Terminal. Thus isolated from the rest of the station, business can be handled without interfering with the comfort or convenience of the passengers.

At street level, the Utility Building measures approximately 1227' x 90', tapering at track level to 806' x 40'. A smaller third story, 162' x 60', at both ends houses the Express Office, the telephone exchange, and rooms for telegraph operators, conductors, and Pullman personnel.

The upper deck of the first story has been paved with concrete, thus forming a drive for express, mail, and other vehicles which load and unload at the building or from long covered working platforms at convenient car floor height, serving the 6 tracks set aside for head-end cars. This wide paved driveway connects at north and south ends of the Terminal area with ramps to street level.

Passenger Platforms: Outgoing passengers leave the Departure Lobby, proceeding through an arched passenger subway beneath the tracks to their appropriate platforms which are reached by 12% grade ramps.

Eight passenger platforms service the 16 passenger tracks, 1 track on each side. The platforms are low, covered structures, 21' wide and of varying lengths. Those at the sides are about 1000' long, while the central platforms are approximately 1550' in length.

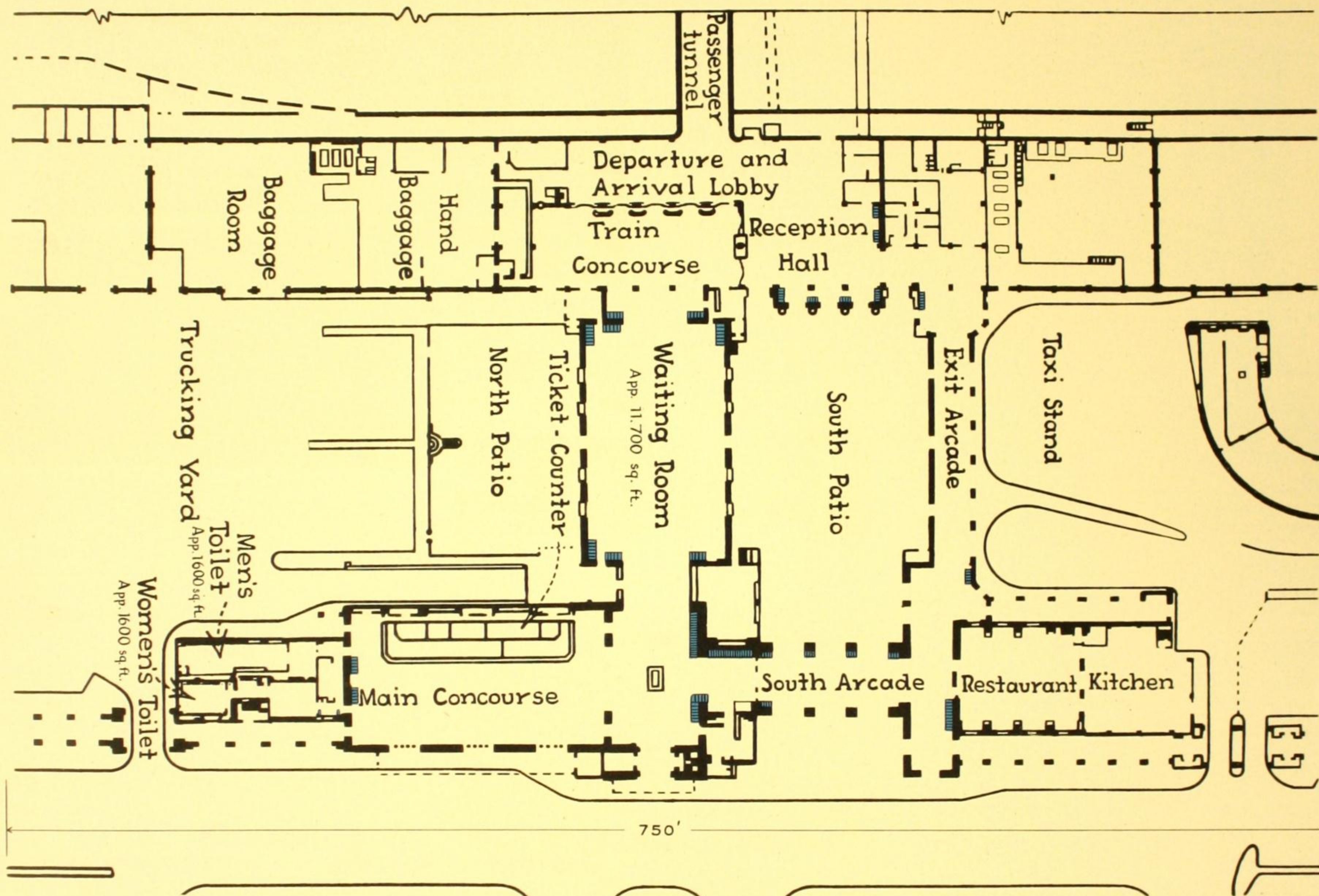
Of concrete construction, with expansion joints at intervals, they have a hard, smooth, durable wearing surface, and are slightly sloped for complete drainage.

The streamlined butterfly type sheds have all structural steel work hidden from sight of passengers on the platform by galvanized steel decking. Supporting columns carry 80' spans of overhead cover, and are enclosed in a sheathing of fluted sheet metal, terminating at the concrete pedestals.

Illumination throughout the platform area is furnished by over 514 shallow-set lighting fixtures with special light-diffusing lenses, set at intervals of 20' between the supporting columns along the ridge lines of the sheds.

Each platform is furnished on both sides at appropriate intervals with outlet receptacles supplying power to the air-conditioning motors on the passenger cars.

While not modern in architectural motif or outward aspect, the Los Angeles Terminal is without doubt one of the most modern passenger stations in functional design and arrangement of facilities. A striking symbol of the spirit of California,—a handsome tribute to its designers, builders, and the three great railroads which participate in its use,—it richly deserves to be ranked among the finest passenger stations in the world.



Central portion of floor plan from a reproduction published in *Railway Age*.

UNION PASSENGER TERMINAL
LOS ANGELES, CAL.

● American Parcel Checking Lockers are shown in blue.

RENOVATED STATION MISSOURI PACIFIC RAILROAD

Kirkwood, Missouri

KIRKWOOD, MISSOURI

Population 12,132

Architect: A. L. BECKER, under the direction of A. A. MILLER, Chief Engineer Maintenance of Way, both of the Missouri Pacific Railroad Company.

Services: Missouri Pacific Railroad.

Here in Kirkwood as in Wichita, Kansas, and Alexandria, Louisiana, the Missouri Pacific turned its attention to the modernization of its passenger station to bring it to a plane of attractiveness and functional efficiency equal to the passenger service offered in its trains which stop there. The chief renovation effected with this station is the noteworthy use of knotty pine as an interior finish. This is an architectural departure from the usual for this part of the country, but one which it was felt would fit well with local conditions and the desires of the community.

Structural Details and Facilities

EXTERIOR. The exterior photo shows the Station after several improvements had been made. Two tallish limestone chimneys were removed completely. New asbestos cement shingles were applied, reaching to about 5' from the edge of the roof which was covered with copper all the way around the building.

INTERIOR. The principal feature here is the use of knotty pine in random widths as the finish for the Waiting Room. This is in the form of a wainscoting reaching 7' high, with sand-finish plaster walls reaching to the ceiling, which in true colonial style has exposed hewn oak beams.

Furniture throughout is of colonial influence, extending even to the handsome hanging electric fixtures with pierced metal shades.

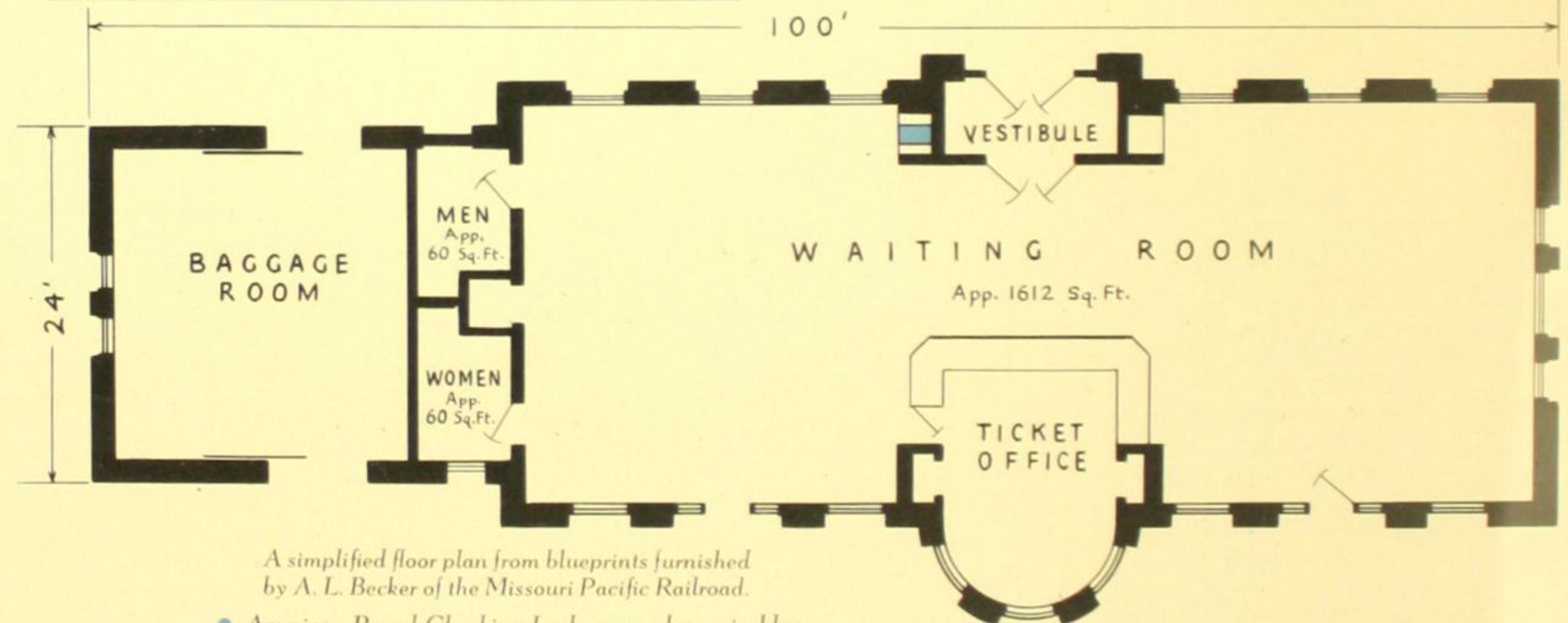
And it is noteworthy that the Ticket Office follows the modern trend of open working areas surrounded by an unencumbered flat open-top counter, finished in accord with the decorative motif.

Flooring is asphalt tile of pleasing and harmonious colors in square pattern.

Convenient to all patrons, there is a recessed cabinet of four Self-service Parcel Checking Lockers, which balances the location of the phone booth at the opposite side of the entrance vestibule.



Picturesque Waiting Room



A simplified floor plan from blueprints furnished by A. L. Becker of the Missouri Pacific Railroad.

• American Parcel Checking Lockers are shown in blue.

RENOVATED STATION C. St. P. M. & O. RAILROAD

Eau Claire, Wisconsin

A PROGRESSIVE community in its own right, Eau Claire, Wisconsin, is located on the junction of the Chippewa and Eau Claire rivers. The city is served by four main highways, U. S. 12 and 53 and State Highways 93 and 85.

Among its principal industries Eau Claire claims many nationally known concerns. Here are rubber companies, electrical appliance companies, pulp and paper companies, boat companies, and machine works.

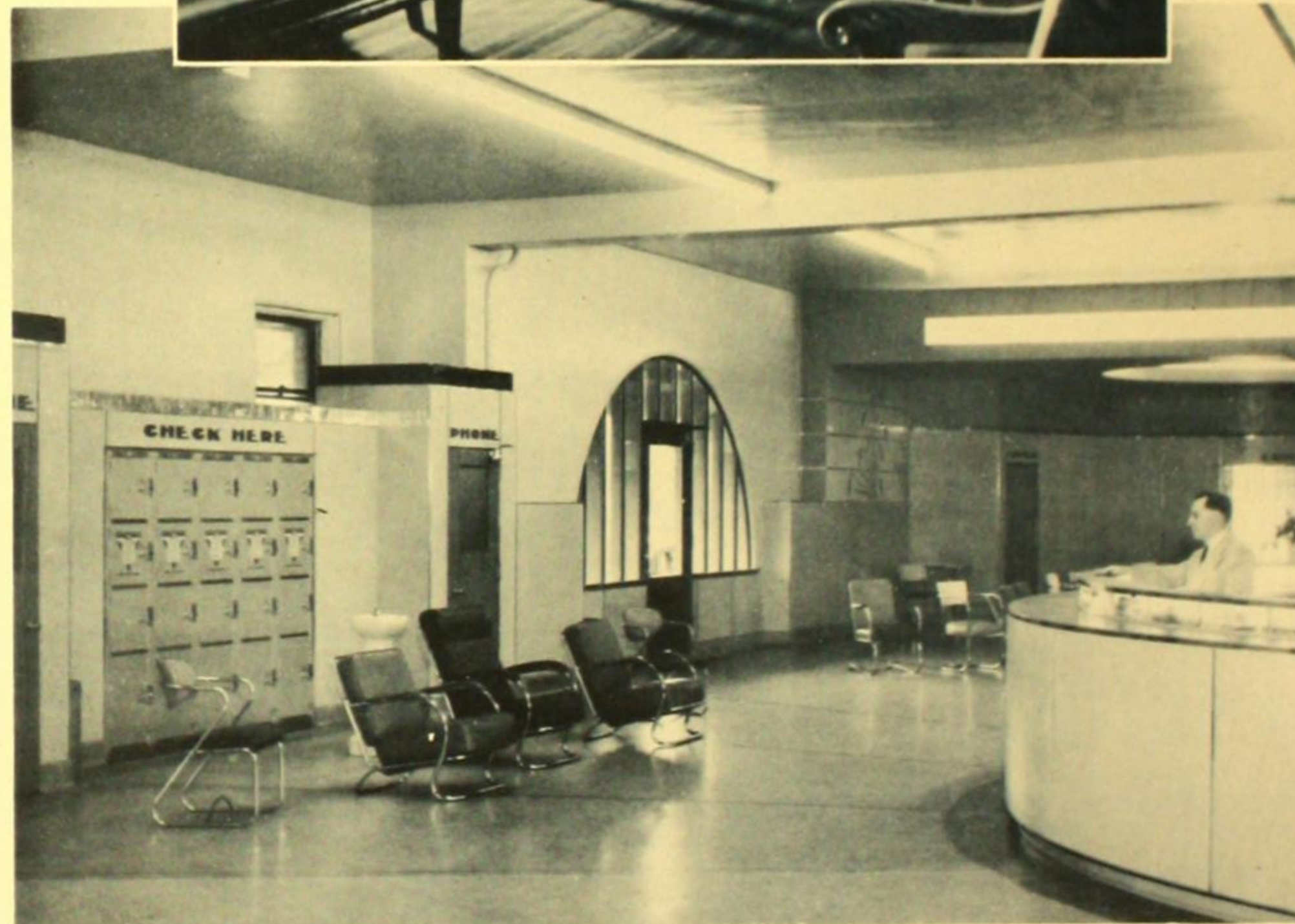
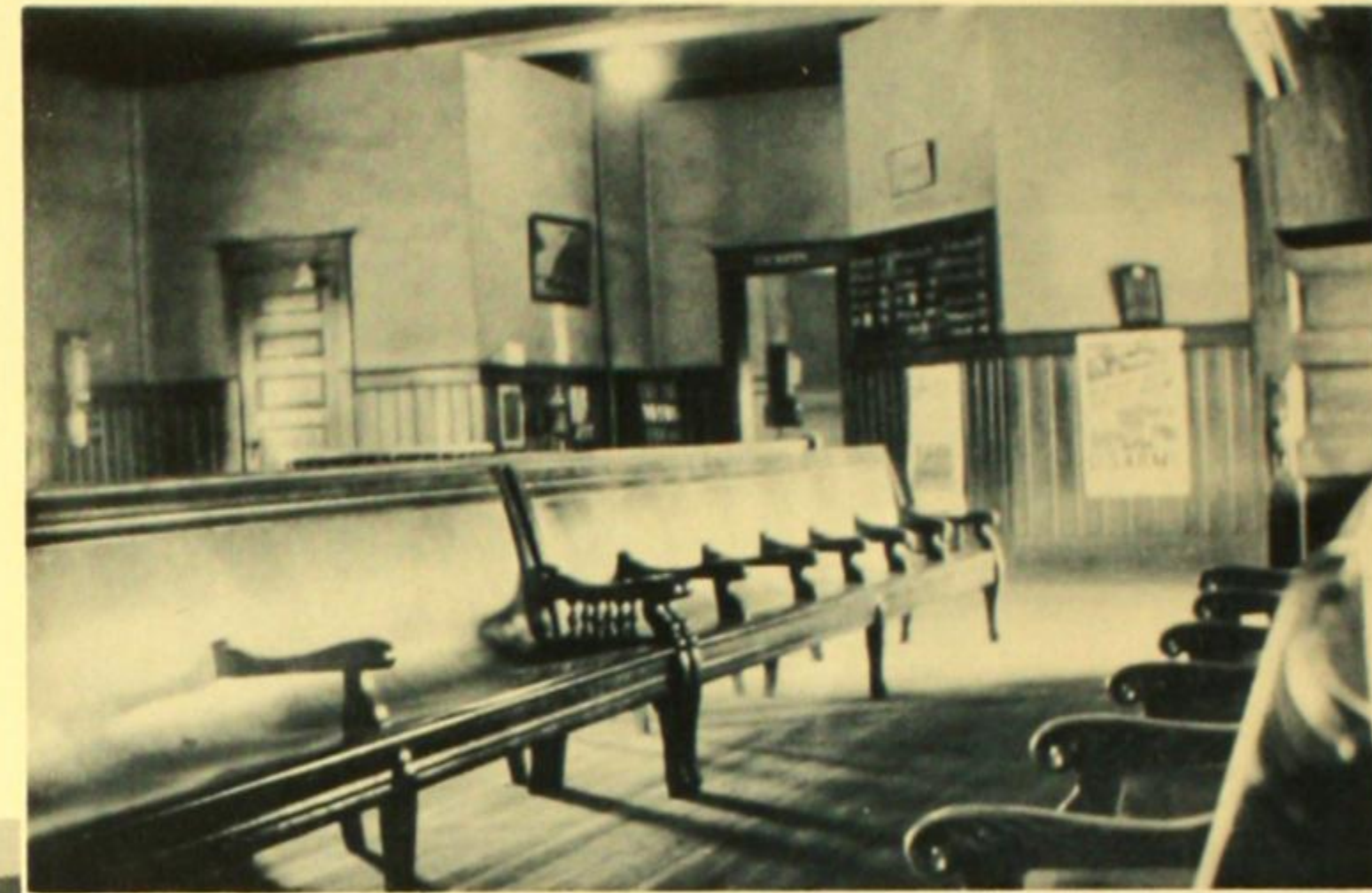
Estimates on the increase of retail outlets reveal 478 today as against the census of 1939 showing 437, and an increase of 32% in sales. Local newspapers estimate that the city has grown from the last U. S. census of 30,745 to a present population of 45,000, which is indeed a marked increase and an excellent sign of a thriving community. As the population figures went up so did the local payroll, and the monthly

amount gained by wage earners in Eau Claire is now estimated at \$1,669,200.

The steadily consistent growth of Eau Claire forced attention to its outmoded rail terminal. Its existing accommodations were entirely inadequate and new facilities were necessary. It seemed quite incongruous, furthermore, for a "streamliner", beautifully designed both inside and out in appropriate modern style, to stop at a station with crude, outmoded facilities. The neglect of this depot in essential maintenance put it entirely out of keeping with the appearance of new trains.

The redecorated and refurnished Eau Claire Railroad Station of today gives full consideration to the development of its new facilities so that all the old features of the past are eliminated. As an up-to-date Station it now presents an appeal that helps it maintain a leading position in the transportation field.

Before Renovation



Waiting Room After Renovation

RENOVATED STATION C. St. P. M. & O. RAILROAD

EAU CLAIRE, WISCONSIN

Population 30,745

Supervision: Office of Chief Engineer, St. Paul, Minn.

INTERIOR. The renovation of the interior of the Eau Claire Station introduces many modern features which make it today one of the country's finest small rail Depots.

Fluorescent lighting fixtures are installed in the Waiting Room and indirect lighting throughout the rest of the Station. All ceilings are of plaster.

No changes in floor, walls, ceiling, or windows have been made in the Agent's office nor in the lunch room.

A new terrazzo floor and new wainscot were put in the Waiting Room. Above the wainscot, maple hardwood guide is used and $\frac{3}{8}$ " waterproof plywood.

A new stair, new millwork, and a new location for the drinking

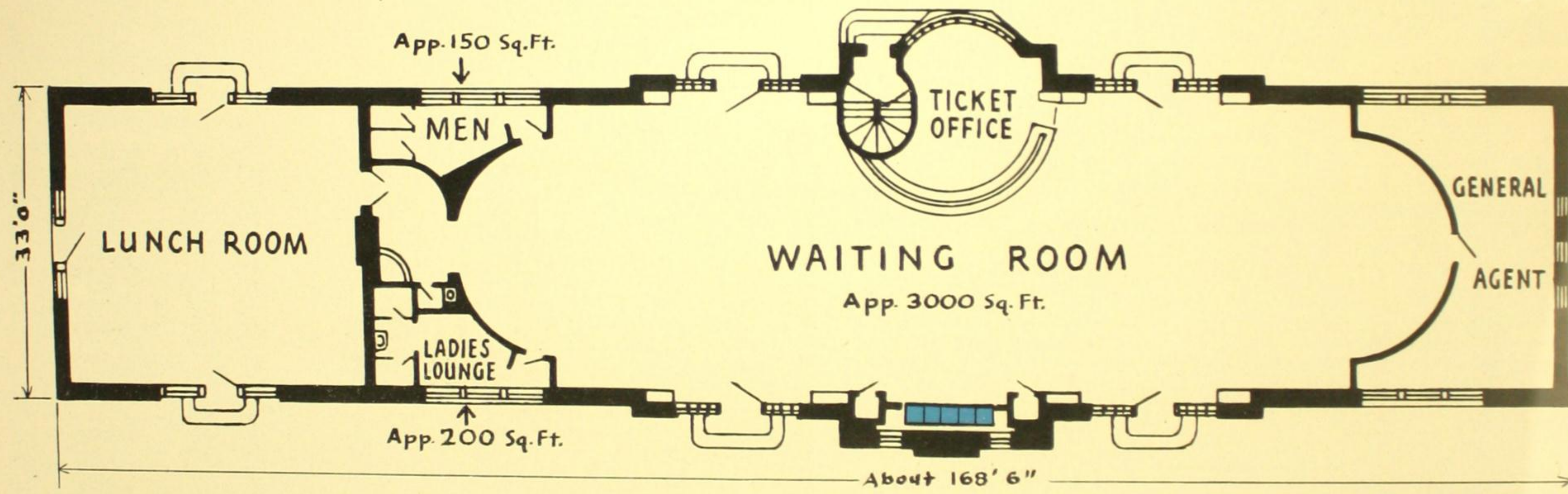
fountain, placing it in front of the Parcel Checking Lockers, are further features that were changed.

There are 5 cabinets of Parcel Checking Lockers recessed between new phone booths and handily located directly opposite the Ticket Counter.

The Ticket Office has a linoleum composition counter with bright metal edging. Behind the counter is the bulletin board topped with a mirror, 4" high. The bulletin board is impregnated wood composition in horizontal and vertical strips. All drawers in the Ticket Office are equipped with ball bearing drawer slides.

The phone booths are lined with insulite. Letters marking the booths are sawed from $\frac{1}{4}$ " tempered composition board and the doors are flushed veneer and have 20" x 26" colored plate glass. Over the booths is brick color glass, and over the lockers is clear mirror composition glass.

The remodeling of this Station has once again restored it to its rightful place as a center of interest and importance to its community.



A simplified floor plan from blueprints furnished by the Chief Engineer, C. St. P. M. & O. Railroad in St. Paul, Minn.

• American Parcel Checking Lockers are shown in blue.

PENNSYLVANIA RAILROAD STATION

Philadelphia, Pennsylvania

OPENING of Pennsylvania Station, 30th Street, on March 12, 1933, climaxed an extensive program of terminal changes by the Pennsylvania Railroad in the City of Philadelphia. These changes were made to cooperate with the City in a program of modernization and expansion of the Central City area and, at the same time, to provide facilities commensurate with increasing passenger travel needs.

Combined in the program with this new Station were an underground Suburban Station with a 22-story office building above, adjacent to the Old Broad Street Station, a steam heat and auxiliary power plant, complete rearrangement of terminal trackage with signals and interlocking facilities and electrification of certain suburban lines.

Prior to this program of terminal improvements there were three principal Pennsylvania Railroad Stations serving the City of Philadelphia: Broad Street, West Phil-

adelphia and North Philadelphia Stations. Broad Street Station opened in 1881 with eight tracks and later increased to 16 tracks, is still in service, though ultimately to be discontinued. West Philadelphia Station, at 32nd Street, opened in 1903, was discontinued when Pennsylvania Station, 30th Street was opened. North Philadelphia Station continues in service.

Broad Street and West Philadelphia did not have

sufficient facilities for handling expanding passenger travel. There were approximately 510 scheduled trains through these stations on week days. Thus in an effort to meet the needs of a growing city, a rapidly increasing passenger travel and a desire to cooperate with the City of Philadelphia in a plan to beautify and expand the Central City area the Railroad built spacious and monumental Pennsylvania Station. With the heavy wartime civilian and servicemen travel almost 1,000 train movements are handled daily through this Station.

The New Station

This magnificent new Station on the West bank of the Schuylkill River is the Pennsylvania's "Open Sesame" to the City of Philadelphia. An intimate knowledge of railroad needs gained through almost 100 years of service, coupled with advance research in the solution of present day's problems, has brought about this outstanding unit of an ambitious program of pas-

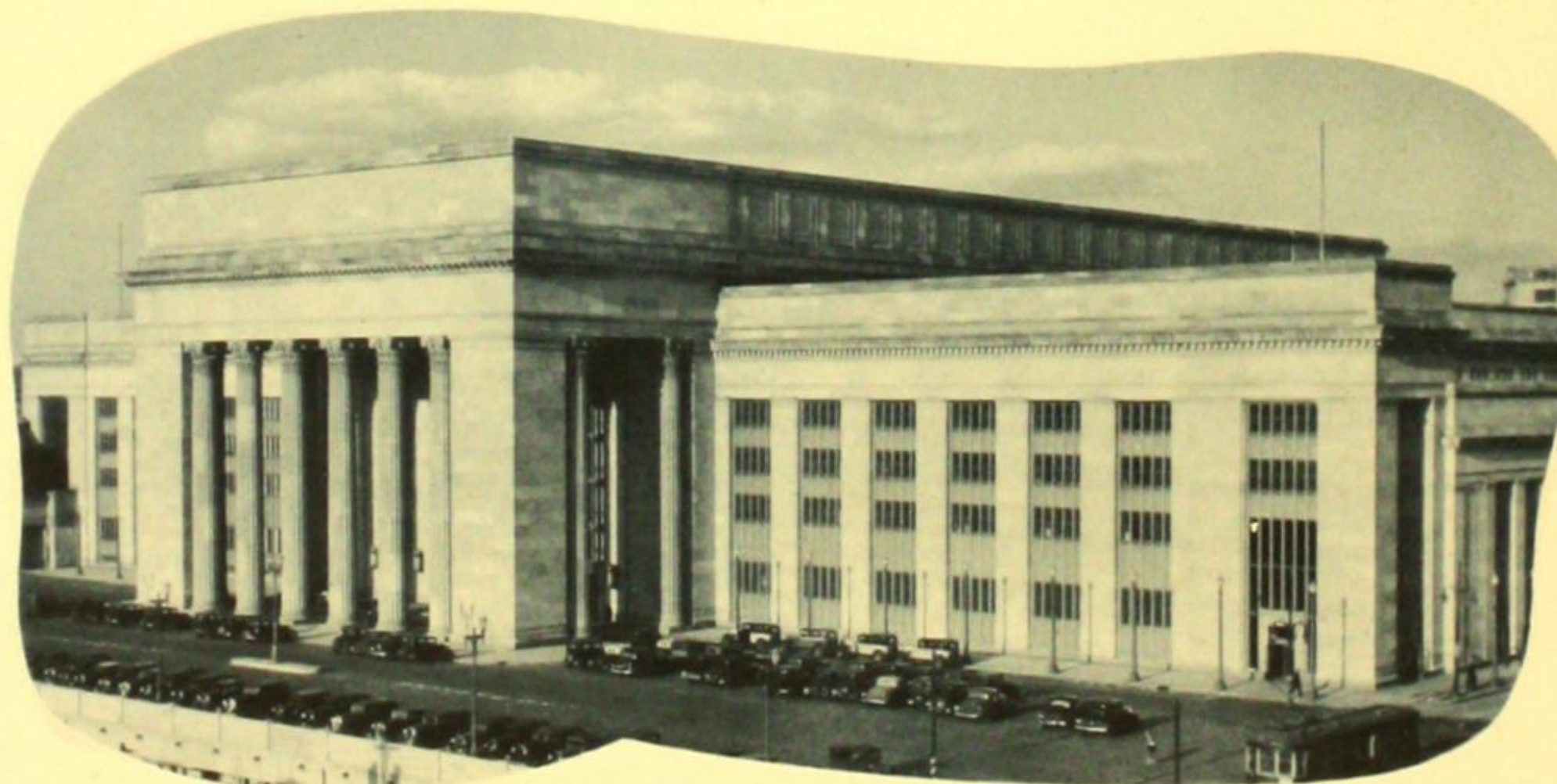
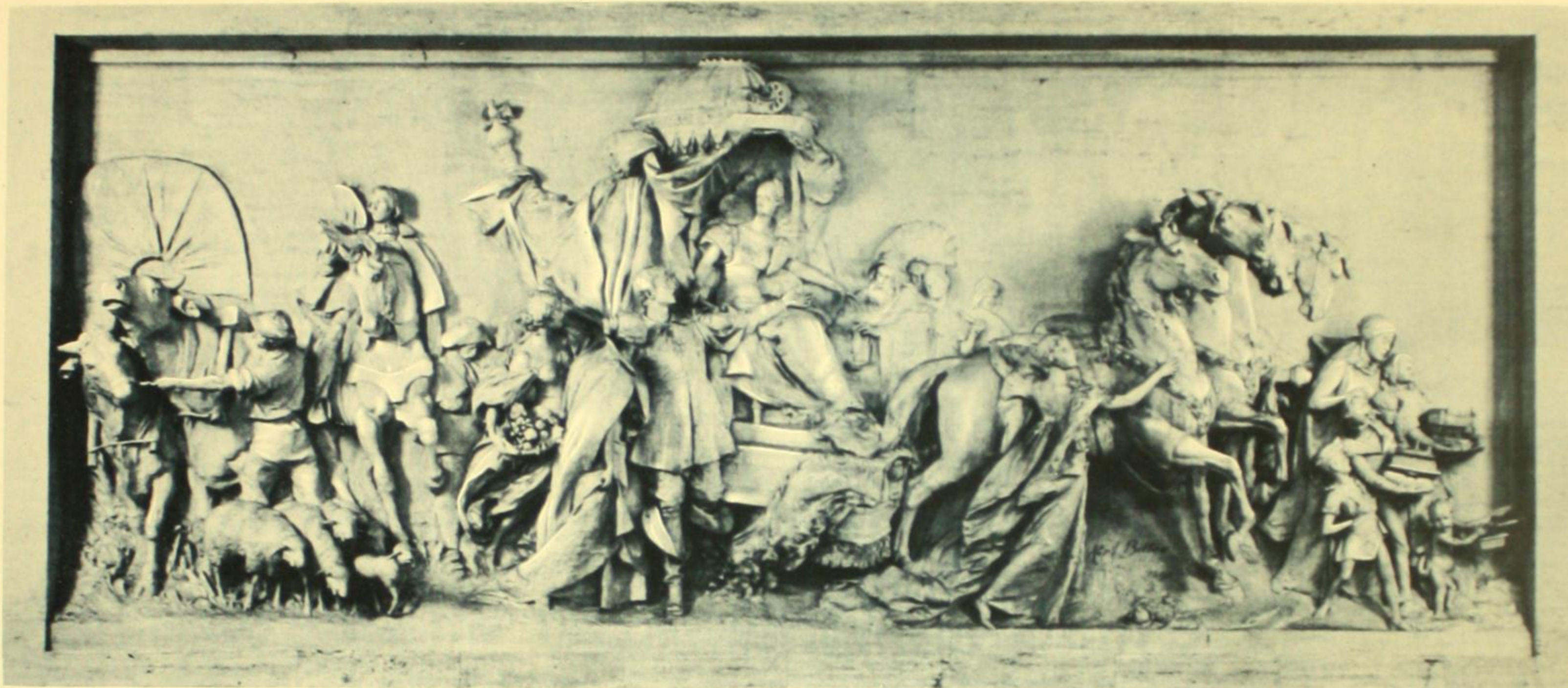


PHOTO BY K. F. LUTZ, PHILADELPHIA



"The Spirit of Transportation" by Karl Bitter, on the wall of the main Waiting Room.

PHOTO BY HAROLD M. LAMBERT STUDIOS, PHILADELPHIA

senger terminal improvements started in Philadelphia in 1927.

Of Grecian architecture in limestone, this new Station serves both through and suburban trains and provides offices on its five floors for the Railroad's Eastern Region staff. It is situated on the West bank of the Schuylkill River and covers an area of 208,953 square feet with a maximum height of 116 feet. It is served by the City's subway system and joined with the business center of the City by the road's four-track subway, electrified suburban line and service to Broad Street Station. A unique innovation is the spacious roof designed to permit landing of aircraft of the helicopter type.

Improvements

The vast program of extensive improvements undertaken by the Pennsylvania Railroad, in addition to this new Station, included a main underground suburban Station with its 22-story office building above in which are located the Railroad's General Offices. About 1,000 feet Northwest of Pennsylvania Station is a modern terminal heating and auxiliary power plant. All train operations between New York and Washington, New York and Harrisburg, and the Philadelphia suburban territory through Pennsylvania Station are electrified.

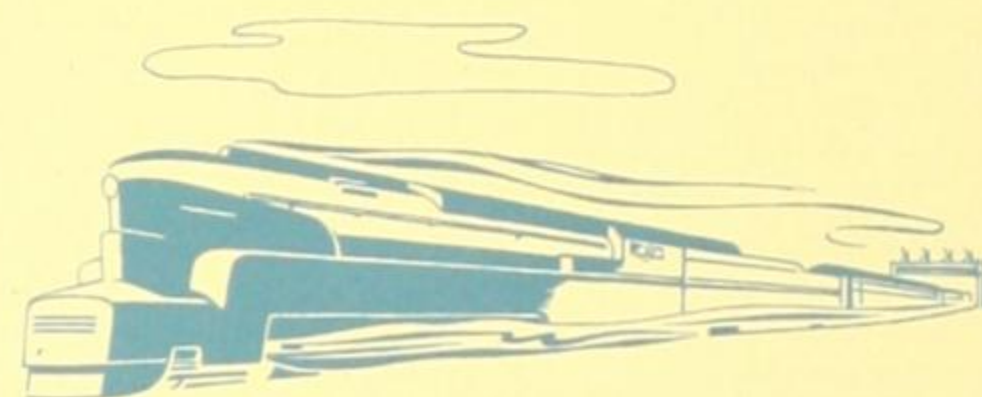
An important addition to the general 30th Street area

is the new \$10,000,000 postoffice building across from the Station and over the Railroad's main tracks to Washington.

The completion of the Station is a story of courage and faith in the future. The respect of both railroad officials and the general public has been well earned by Pennsylvania's progressive service to railroading and the communities it serves. And the City of Philadelphia may claim true pride in its new passenger Station, a Station that is not only one of the largest in the nation but also a real tribute to architectural design and an enduring monument to a great transportation system.



A section of the spacious concourse and part of the large prismoidal lighting fixtures in bronze and translucent glass.



Fluted columns against a paneled glass background — main concourse.



PHOTOS BY HAROLD M. LAMBERT STUDIOS, PHILADELPHIA

PENNSYLVANIA RAILROAD STATION

PHILADELPHIA, PA.

Population 1,931,334

Architects: GRAHAM, ANDERSON, PROBST & WHITE.

Services: Pennsylvania Railroad.

A great amount of special organization work was required to bring to completion all the improvements on Pennsylvania's Philadelphia project. Construction had to go on in the midst of continued and extensive train operations, presenting constant difficulties to both the construction and operating units. The remarkable success of the operation is a tribute to the careful planning, co-ordination, and co-operation between all departments of the railroad, the city and the engineering and construction forces.

The Philadelphia project was not conceived overnight. Some years before work was actually started, a series of general plans were considered by the railroad's engineering department. Next there came the organization of a special

unit to carry out the construction work. This was in 1927. Under the direction of Elisha Lee, vice-president, and with Robert Farnham, chief engineer Philadelphia improvements, charged with all engineering and construction, this group worked independently until Mr. Lee's death in 1933. The organization then came under the general direction of T. J. Skillman, chief engineer of the system.

Today this project stands as a lasting monument to the planners and workers who took part in its construction.

Structural Details and Facilities

The new main Passenger Station is bounded on the east by the Schuylkill River, and by a wide plaza and widened section of 30th Street on the west, and by Market Street on the south and Arch Street on the north.

Two Modern Yards Replace Nine

Of the two modern yards that have replaced the original nine, one handles through coaches and the other handles multiple-unit trains.

The through coach yard is located immediately north of the Station and west of the through station tracks. It contains 19 tracks and intermediate service platforms. All tracks are spaced alternately on 16' and 19' centers. They are equipped with switching connections at both ends. The tracks vary in length with a maximum of 1500'. Concrete service platforms are located between all tracks.

Adjacent to each track are the service facilities of the coach yard. They contain steam, air, water, and battery-charging outlets.

Directly west of the through coach yard is the yard for the storage of multiple-unit cars in the electrified suburban service.

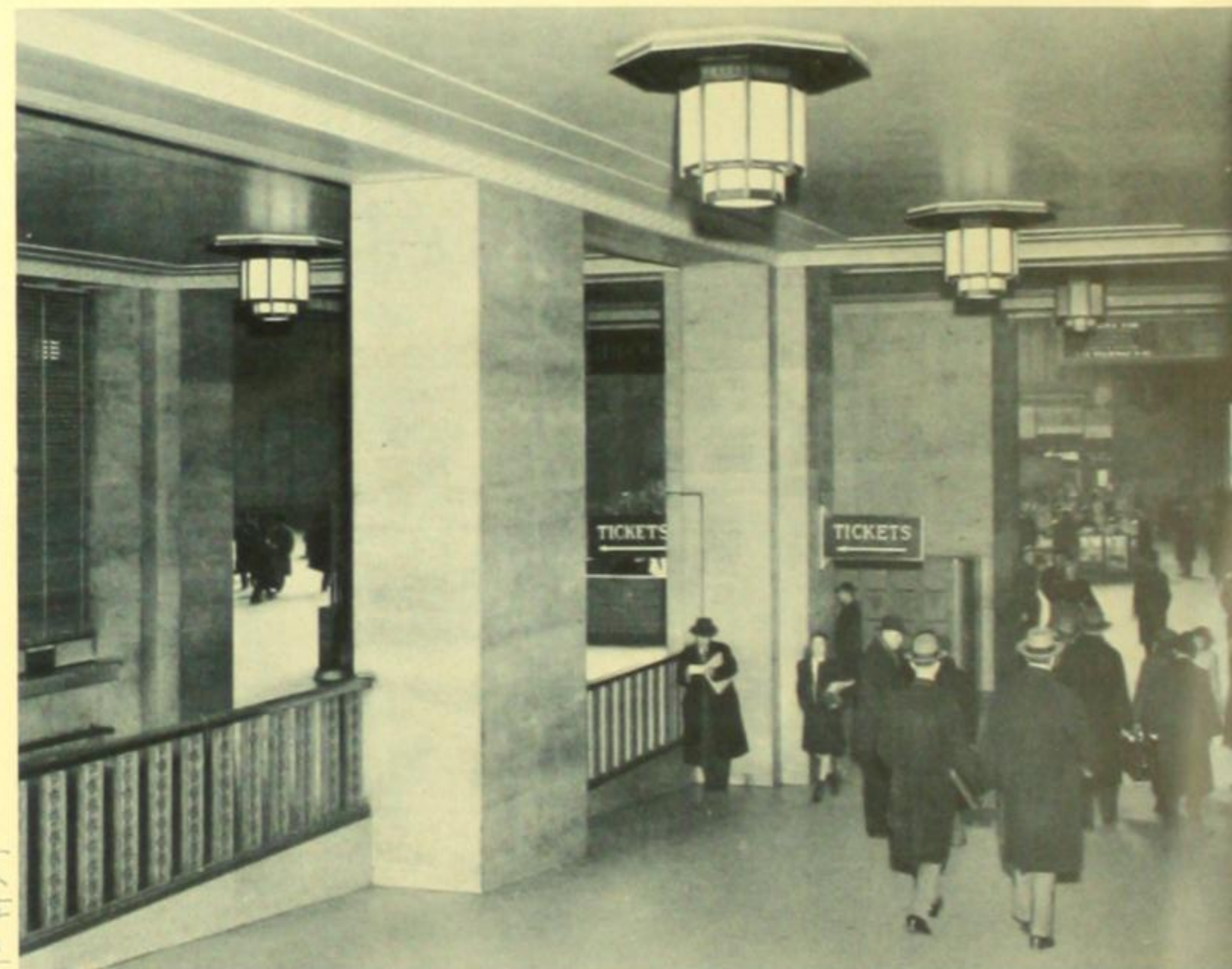
Floodlighting

Floodlights serving a total area of approximately 1,500,000 square feet in both yards and their approaches have an intensity of illumination from 0.32 to 0.42 lumens per square foot. These lights are set up in an overlapping dual installation of projectors reducing shadows to a minimum. Trunnion-type projectors, fully enclosed, and with glass-type reflectors are used. The narrow and medium beams have plain lenses, while the diffusing projectors have stippled lenses. All lenses are protected from soot and dust by hoods which also throw the beam downward.



Open type, marble-top, bronze gridded ticket windows.

A bank of Self-service Parcel Checking Lockers facing a main ramp.



PHOTOS BY HAROLD M. LAMBERT STUDIOS, PHILADELPHIA

EXTERIOR. The main Passenger Station is of steel and concrete construction, and is faced with Alabama limestone.

In the east and west elevations, centrally located, are porticoes 150' wide and 70' deep. Impressive Corinthian columns, 11' in diameter and 71' high, dominate the east and west facades. Lower wing-like sections on each side of the porticoes, in simple classic style, present a system of broad piers and windows, and bring the entire facade into harmony.

The Market and Arch Street fronts cling closely to the general architectural style and consist of a series of tall window bays separated by pilasters, and the whole is bounded by huge corner pylons.

In keeping with the prominent vertical lines of the building, ornamental iron mullions, continuous through 4 stories, divide the windows in all elevations into tall, narrow panels, broken only by iron spandrels at floor levels.

In order to prevent the transmission of vibration into the buildings, all footings for the street structures and track slabs are constructed entirely independent of the building footings. The street structures, furthermore, are separated from the buildings by air-gap expansion joints. This feature is also incorporated between the main station building and its suburban unit. Anti-vibration pads, 1" thick are beneath column bases. These pads consist of 2 lead sheets $\frac{1}{8}$ " thick, 2, $\frac{3}{8}$ " layers of asbestos board, and a single sheet of No. 20-gage galvanized steel. Further precautions were taken by furnishing sufficient clearance around the building columns where they pass through the station platforms, plus a physical separation between buildings and stairways joining them with the track level.

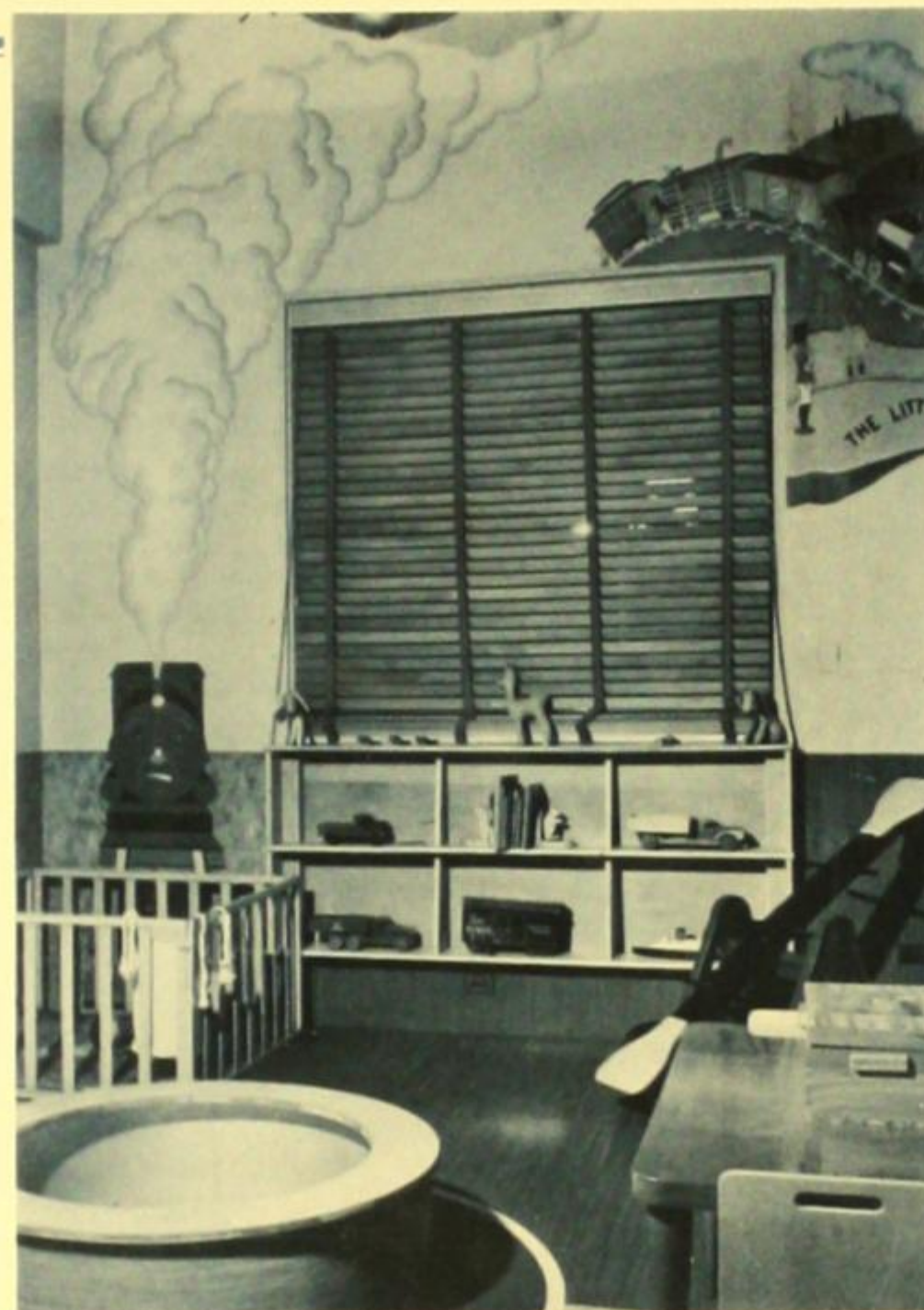
Column foundations at the Main Station, except beneath the floor of the main concourse, are caissons down to bedrock. This means a depth of approximately 70' to 80' below the street level. Beneath the concourse floor 3-pile footings are used.

Another engineering problem that has been successfully taken care of was the ground water seepage into track levels. Concrete piles carried down to bedrock support all through tracks and platforms. The same type of pile also supports many miscellaneous structures beneath and about the station, totaling more than 5,000 in all.

Track Layout

The track system is an extensive layout. In its construction, 34.2 miles of main line and 27.5 miles of yard tracks have been used. Nor does this figure include the 11.3 miles of temporary tracks that had to be placed and then removed during the period when the change was taking place. There are 334 turnouts, 46 slip switches, 9 double crossovers and 3 special crossings.

The permanent main tracks are 130 and 131-lb. rails, 23,648' are supported on concrete in permanent type construction, and 156,726' of standard mainline construction are borne on stone ballast. Standard trackwork is used throughout the terminal layout, except for a few locations.



PHOTOS BY HAROLD M. LAMBERT STUDIOS, PHILADELPHIA

One corner of the beautiful Nursery for travelling children. This Nursery is fully equipped for the care of tots.

The Women's Rest Room, decorated in soft tones, creates a restful atmosphere.



Originally 16 plants controlled the more important switches and signals. These have been replaced by 4 new electro-pneumatic interlocking plants. The operation of trains throughout the entire terminal area is now greatly simplified, since these interlockings are combined as a unit system, thus giving one man a greater area and more traffic under his control for increased efficiency.

It is possible to use any track in either direction without train orders now that the tracks are signaled and the movements protected by the lock and block system. All of these signals are of the electric position-light type. The switch machines are of the electro-pneumatic type.

INTERIOR. The main entrances to the Station are through large bronze-framed glazed doors protected by the east and west porticoes. From vestibules there is direct entrance into the main concourse.

This main concourse is a rectangular area, 290' long by 135' wide and 95' to the flat coffered ceiling. The ceiling is suspended from a series of roof trusses. These same trusses support the reinforced concrete roof deck which is waterproofed with 5-ply roofing. Decorated in red, gold, and cream colors, with a preponderance of red, the ceiling lends a great deal of beauty to the room.

The main concourse is unusually attractive with its Travertine marble wall faces, its Tennessee marble floor, and its coffered ceiling. It uses bronze fixtures and bronze paint in the ironwork decoration, and 10 large prismoidal lighting fixtures in bronze and translucent glass which are suspended from the ceiling in 2 longitudinal rows.

Gold-lettered signs on both sides of the concourse are used to identify and locate station facilities.

The east and west ends have 6 giant fluted columns against a paneled glass background.

The smaller public areas are in keeping with the scheme of the main concourse. This holds true also of the lighting fixtures that have the same design but are smaller in size.

A nursery for travelling children and a U. S. O. facility are located on the station concourse.

Principal heating for the Station comes from direct radiation, but there is a supplementary forced ventilation system. All of the steam used comes from the new steam heating and auxiliary power plant. Direct radiation radiators are in all office areas, but the Main Station areas have the radiators concealed in walls and piers, with bronze grills over the circulation openings. About half of these radiators are of the latest convection type.

Parcel Checking Facilities

Self-service Parcel Checking Lockers are spaced throughout the terminal at prominent positions for easy access by travellers. Six standard cabinets of 24 lockers are placed at the entrance to the Market Street concourse with another 12 near by.

In the main concourse the cabinets are dispersed throughout the

area. Thirty-two parcel checking lockers are on one side where the Market Street concourse joins the main concourse, and 16 lockers are on the other side of the entrance. On each side of the entrance to the telephone alcove are a group of 16 and 16.

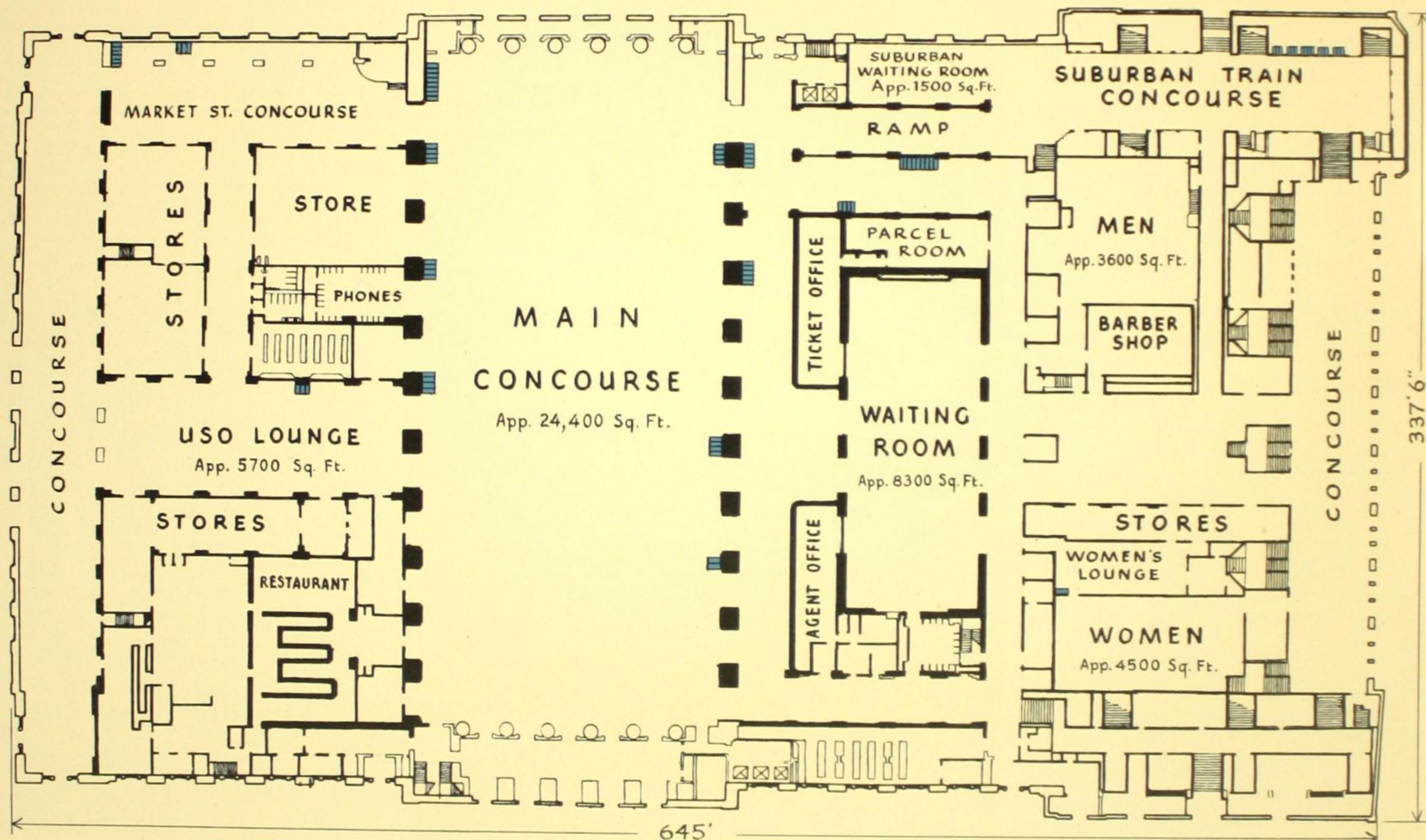
Twelve parcel checking lockers are situated before the U. S. O. Lounge. In front of the ramp leading to the suburban trains are 16 lockers facing the inner section of the main concourse and another 20 facing the ramp. Near the main Waiting Room there are 16 such

lockers and the remaining 8 in the main concourse are by the Agent's Office.

Twenty parcel checking lockers face the Ticket Office. In the parcel room lobby a set of 4 standard cabinets or 16 parcel checking lockers occupy one side of the wall close to the ticket office and another group of 36 lockers are diagonally opposite. The women's lounge has 4 of these lockers. In the suburban train concourse there are 56 Self-service Parcel Checking Lockers recessed in the wall at

the foot of number 2 stairway. These lockers contain 2 oversize cabinets and 2 golf cabinets.

Railway transportation faces the future with excellent prospects when such a project can be conceived, approved, and brought to completion. It is an impressive example of the aim of the railroad industry to keep abreast of the times in the complete modernization of terminals and terminal facilities.



A simplified floor plan of the PENNSYLVANIA RAILROAD STATION, PHILADELPHIA, from blueprints furnished by the Pennsylvania Railroad.

● American Parcel Checking Lockers are shown in blue.

TWO RAILROADS MODERNIZE THEIR STATIONS

Minneapolis, Minnesota

THE leading industry of Minneapolis, Gateway to the Northwest, is Food Products, particularly Flour. More farm products are wholesaled from here than any other line. Manufacturing plants of this one of the Twin Cities alone account for more than one fourth of Minnesota's entire production, the output of better than 1000 establishments in 1939 being valued at more than \$221,184,000. For the same period payrolls of some 26,109 earners reached the figure of \$33,297,000. Retail sales were in keeping with these figures, rating the city as 14th in volume in the country.

Notwithstanding the fact that in 1943 the population of Minneapolis had decreased slightly over 1940 figures to 482,000, employment in the manufacturing plants of the Minneapolis-St. Paul metropolitan area showed a gain for Minneapolis of 175% over 1939; for the area, 138%.

Minneapolis, with its Twin City, St. Paul, is the center of a Metropolitan District of greater than 911,000 population. Retail Sales for Minneapolis alone in 1943 were estimated at \$404,087,000 for the year, or 50% above the 1939 figure.

In proportion to the growth of business in the city, was the increase in passenger traffic for the railroads. As the Gateway to the Northwest, Minneapolis is the natural location for Terminals or Division Offices for many railroads and motor transportation lines which feed and receive traffic from the great Northwest area, as well as from the East.

Toward the end of the '30's it became apparent to the officials of the various Transportation Companies that a great increase in passenger traffic was imminent.

Surveys showed that the Station buildings were in themselves adequate in size to accommodate more passenger traffic. The construction and exterior appearance of the Terminals and Stations were comparatively modern, architecturally speaking. The problem thus resolved itself into a consideration of what should be done to handle the increased traffic, smoothly, without loss to the operating companies, and without discomfort to their patrons.

Public facilities in these stations, then, became the focal point of attention. Modernization, through redecoration and relocation of certain of the facilities would combine economy of management and operation with greater comfort and increased goodwill on the part of the lines' patrons.

These pages illustrate two examples of the modernization of public facilities by two large railroad companies, whose Station buildings were adequate in size, but which needed the magic wand of freshness, brightness, and the availability of modern equipment to create the desirable atmosphere of comfort, hospitality, and a sincere desire to assist the traveler.

Greater efficiency in handling an even larger volume of traffic than had been anticipated in the years before World War II has been the result. Public facilities have been made available at a glance, and readily accessible from any point in the General Waiting Room. The principles of "direct line" locations of facilities (News stand — Ticket Office — Platform Gates), strategic scattering of phone booths and Parcel Checking Lockers throughout the Station, the greatly improved facilities for women patrons, the "opening up" of Wait-

ing Rooms to give more space, and the installation of truly comfortable seats at relaxation points, have been applied in all cases with most satisfying results.

C. M. St. P. & P. Union Station

The Union Station of the Chicago, Milwaukee, St. Paul & Pacific, shared by two other lines, is a fine example of modernization possibilities for the older-style passenger station. Built in 1897-98, it was still large enough in 1940 to handle current normal traffic, and probably adequate for any ordinary future growth.

Its principal deficiencies were in the arrangement of public facilities which caused "cross-currents" of pedestrian traffic; in the gloomy "institutional" atmosphere produced by the decorative motif of the late nineties; and by the slight attention paid to increased patronage by women.

The modernization program cost much less than a new building, yet put into effect all the latest principles of modern station arrangement and management.

Great Northern Railway Station

In similar fashion, the Great Northern Railway, in 1939, undertook the renovation of its passenger station on Hennepin Avenue. The old-style Waiting Room, Restaurant, Rest Rooms, Ticket Office, and News stand were completely modernized in every respect. Walls, floors, ceilings, lighting, furnishings, and many other details were scrupulously brought into line with modern Railway practice, at the same time complying with modern architectural and decorative trends.



The General Waiting Room

PHOTO BY HOWSON STUDIOS, MINNEAPOLIS

C. M. St. P. & P. MODERNIZED UNION RAILROAD STATION

MINNEAPOLIS, MINN.

Population 492,370

Architects and Designers: OTTO KUHLER, Consulting Designer.
W. H. PENFIELD, Chief Engineer, C. M. St. P. & P. R. R.
A. O. LAGERSTROM, Architect, C. M. St. P. & P. R. R.
A. DANIELS, Division Engineer, Minneapolis, C. M. St. P. & P. R. R.

General Contractors: JAMES LECK CO., Minneapolis, Minn.

Services: Chicago, Milwaukee, St. Paul & Pacific R. R., Chicago, Rock Island & Pacific R. R., Minneapolis, St. Paul & Sault Ste Marie R. R.

Remodeled and redecorated in 1940, at a cost of \$60,000, before War restrictions prohibited the use of certain materials, this formerly outmoded passenger station today reflects a pleasingly modern atmosphere, offering facilities which have proved adequate to handle even the heavily increased burden of Wartime traffic.

Structural Details and Facilities

EXTERIOR. The three-story Station proper, with a frontage of 121' on Washington Avenue South, extends eastward along Third Avenue South for a distance of 120'. From the southern end of the station building, the Train Concourse, 30' x 118', connects directly with the five stub-end platform tracks, shared by the three using railroads. A Train Shed, roofing over the platforms, is about 600' long and 94' wide.

The 2 upper stories of the Station adequately satisfy the requirements for offices and business facilities.

The general exterior appearance and condition of this station, built in 1897-98, were so satisfactory that no major renovation was found necessary. The only exterior work done in addition to sand blasting was upon the Train Shed roof, where a continuous open-side monitor was installed to replace the older type ventilators.

INTERIOR. The principal modernization was effected in the huge General Waiting Room which runs generally north and south 84' x 57', and in the rearrangement and redecoration of other features on the ground floor.

As originally built, all public facilities were grouped around the perimeter of the Waiting Room, separated from it by a continuous series of arches filled in with partitions of wood and plaster, and glass panels. The ceiling was heavily coffered with 3 ornamental false skylight sections in dark mahogany finish.

The main effect of the Waiting Room was sombre massiveness, which the natural yellow Ohio brick wainscot and terra cotta arches could not relieve. A continuous series of three-panel windows running above the cove line, 10' below ceiling height, admitted daylight. The gray Tennessee marble floor merging into a 14" wall base of red marble completed the institutional atmosphere.

Lavish use of bone-white enamel, complete cleaning of stone work, and the employment of glass and chromium trim created in the large room an almost Colonial effect.

The panels within the arches were removed, adding greater apparent area to the Waiting Room, and increasing daylighting. The walls above the brick wainscot and the ceiling were painted white. Terra cotta arches, trim, and cornice were restored to their natural color. Where iron or bronze had served, chromium trim and hardware were substituted.



Terra cotta and brickwork were steam-acid cleaned. Soda-ash was used on the woodwork before treatment with a white penetrating primer followed by 2 coats of bone-white enamel. Over this, a final protective finish coat of starch-buttermilk was stippled.

The Ticket Office was originally located in one corner of the Waiting Room, effectively fortified by an enclosed front, a marble counter, and grille-work. This office was removed and rebuilt in the center of the room at the south end.

This U-shaped unit has 6 accessible window openings for ticket sales, reservations, and information. Gray linoleum faces the sides of the office to counter level. Light-gray painted plywood trimmed with chromium plated metal strips reaches 10' above floor level.

Contributing in no small measure to the comfortable atmosphere of the renovated Waiting Room, is the large island of club chairs, just north of the Ticket Office.

The furniture consists of parlor car chairs, refinished in natural walnut with corded golden-tan mohair upholstery. Chairs are back to back in an oval arrangement, with low plywood partitions to maintain alignment. The partitions are faced with light gray linoleum, with chromium trim. Pillar-type fluorescent fixtures of modern design are placed at the four corners of the oval.

An aisle through the center of the oval makes all chairs readily accessible; and flanking the aisle, are gray and chromium trimmed wood racks where patrons may deposit their luggage.

Off the east side of the Waiting Room is an Annex, tastefully furnished with a large library table and many chairs similar to those in the oval, informally arranged about the room. This room is available to men and women as a smoking room.

The Restaurant, formerly located where the Annex is, occupies the northeast corner of the station. It is highly modernistic and colorful in design, with rose-colored walls, doors, and trim, and a light orchid ceiling.

Windows have a sectional glass effect (false muntins are used), and are draped with multi-colored hand-blocked linen.

Facilities of the Restaurant include a low twin U-shaped counter colorfully topped with linoleum. Twenty-six stools of chromium and purple leather serve the counters. There are also 5 booths and 5 tables with chromium finished upholstered chairs. The Restaurant is completely air conditioned.

Women patrons of the station have an exclusive Waiting Room (42' x 29') off the northwest corner of the General Waiting Room, and immediately adjoining it a powder room. Floor is gray marble. Light buff-colored walls and ceiling above a paneled walnut wainscot create a pleasingly restful atmosphere. Furnishings include tables and lamps, rugs, upholstered chairs in golden-tan and blue, a large fireplace, and windows draped with bright linen.

The powder room, with all necessary facilities, has walls of bright green with yellow trim. Dressing room partitions are black enamel-surfaced metal, with red lacquer-finish doors.

Fluorescent lighting has been used throughout the station almost exclusively, direct and indirect, for maximum effect. Efficiency of lighting has thus been combined with economy. Cove lighting is used in the General Waiting Room, except for the pillar fixtures in the oval, the tubes being concealed behind a continuous molding about 10' below ceiling level. The white ceiling reflects the light downward, producing a general illumination of 4' to 5' candles as low as 3' above the floor.

In other parts of the station, chandelier or pillar type fixtures are used. In areas where patrons rest or relax — Annex, Restaurant,

Women's Rooms — as high as 12-15' candles of illumination are provided.

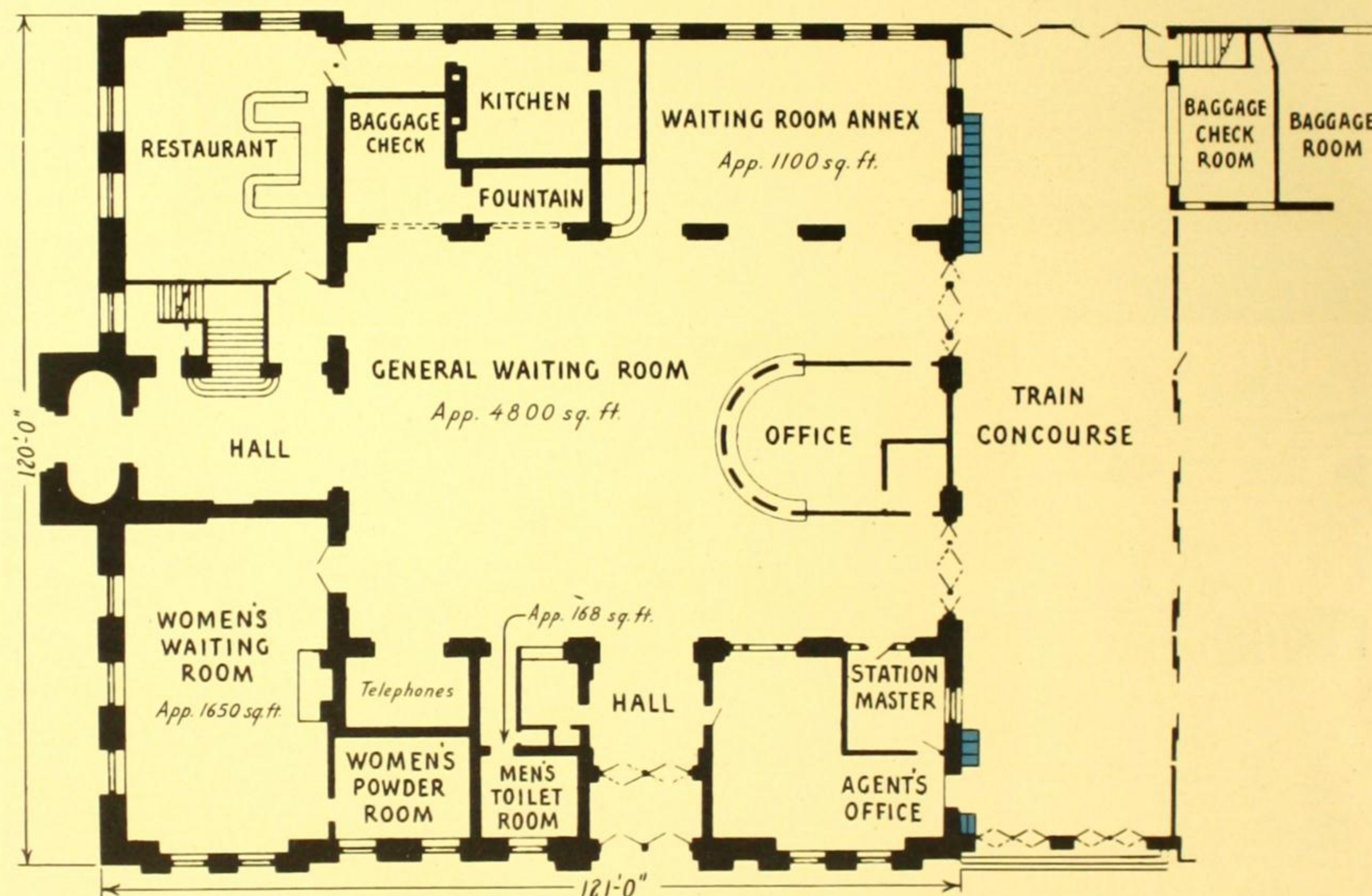
Exposed wall radiators are enclosed in walnut-finish metal covers or are recessed into walls. In the General Waiting Room, in place of the older floor-type radiators, steam-coil, blower-type unit heaters are installed.

To the south, through 2 pairs of large swinging doors, is the Train Concourse, originally a roofed-over area, leading to the Platforms. The roof was resurfaced, and on the under side, a false ceiling of tempered board is suspended. The ends of the Concourse, and the

face of the Train Shed were built in with steel panels containing large areas of wired glass. Large sliding doors lead to the Trains.

At the east end of the Concourse, opposite the Baggage Room, are 13 Cabinets of Self-service Lockers, allowing 72 compartments for checking, while 5 more Cabinets (20 lockers) have been placed at the west end, just inside the Concourse entrance.

Judged by any standard, this modernized Union Station is a credit to the city and the participating railroads, and has certainly established a model for emulation, from the standpoint of passenger comfort and convenience.



A simplified floor plan of the C. M. St. P. & P. Station at Minneapolis, Minn. from blueprints furnished by A. O. Lagerstrom, Architect, C. M. St. P. & P. R. R.

● American Parcel Checking Lockers are shown in blue.



PHOTOS BY HOWSON STUDIOS, MINNEAPOLIS

GREAT NORTHERN MODERNIZED STATION

MINNEAPOLIS, MINNESOTA

Population 492,370

Architects: T. D. McMAHON, Great Northern Railway, St. Paul, Minn.

Services: Great Northern Railway.

Completed in 1939, the renovation work was an all-out and most successful move to improve Public Facilities through rearrangement, refurnishing, and in some instances, new construction.

Following the interior improvements, sand blasting has restored the former new and clean appearance to the exterior.

Structural Details and Facilities

Conforming to the modernization policy, the vast General Waiting Room, originally about 184' x 60', was given the principal attention.

Approximately 38' x 40' was taken from the south end of this vast room beyond the 3 entrance arches from the Vestibule, and converted into a completely modern Restaurant.

A modernized, open-counter Ticket Office and Information Booth were built on the west side of the Waiting Room. This construction, 10' deep and about 48' long, faces directly the News stand established on the east side. This is a new location for the News stand which formerly was at the south end of the Waiting Room. This new facility includes an up-to-date Soda Fountain with chrome and leather stools, on a platform raised 4" above the main floor.

The terrazzo floor of the Waiting Room was repaired where necessary and thoroughly cleaned. The original walls were likewise cleaned and redecorated in two shades of pastel green. The Baggage Corridor (to the north) received similar decorative treatment. In the Train Concourse (west) the motif and color scheme is maroon.

Old-style hanging chandeliers of earlier design have been replaced by 4 centrally located, streamlined fluorescent fixtures, which afford an ample and even distribution of illumination throughout the room.

The old-fashioned high-back settees, shown in the "before" photo, were shorn of their lamps, cut down in height, and modernized with metallic trim and a refinish. These comfortable benches with arm rests are now set up in the center of the large space, with plenty of room between them. Aisles at the sides give plenty of freedom for rush-hour crowds at Ticket Office, Soda Fountain, or News stand.

The new Ticket Office, in its original location, has a base in harmony with the original wainscoting of the main walls. A modern type plastic material is used for the counter top. Above the counter and extending to a height about 7' from the floor, a sand blasted



glass partition has been set up, with wide wickets at the various ticket sections.

The Restaurant, formerly on the second floor of the Station, was relocated at the south end of the Waiting Room, just east of the Vestibule leading from Hennepin Avenue. Air conditioned and with the latest accessories, it is designed to accommodate 102 diners. Access is from the Waiting Room, or just around the corner from the Vestibule Entrance.

Besides 2 large U-shaped counters, paired up in the center of the room, there are also about a dozen tables for foursomes, and a number of smaller tables set about a curved wall. Patrons at these tables use the continuous settee which follows the curve of the room, or individual chairs.

Walls, ceiling, and floor, decorative motif and materials, are the same as in the Waiting Room. Chairs and stools, like the stools at the Soda Fountain, are chrome with leather upholstery and trim in appropriate colors.

Fluorescent lighting furnishes illumination from chandelier and cove fixtures.

The space formerly occupied by the Restaurant is utilized by the USO.

The Women's Room, off the east side of the Waiting Room, has been likewise modernized. The new decoration and new furniture, rugs, drapes and venetian blinds combine to lend a most comfortable atmosphere.

A notable advantage which the modernization program has offered the traveling public is the large number of Self-service Parcel Checking Lockers which have been installed throughout the Station. There are 136 such lockers. The strategic locations of these repositories can be appreciated from a glance at the floor plan.

At the north end of the Waiting Room, as shown in the photograph and plan, Telephone Booths and Self-service Lockers cluster about the two pillars of the triple arched entrance in an unobtrusively convenient manner. This area provides 8 cabinets containing 32 lockers. Further west in the Inner Vestibule leading to the Baggage Room, there are 16 more lockers, located just inside the portal to the Concourse, and an additional 8 on the north wall.

On the east wall of the Concourse stands a bank of 12 lockers. Returning to the Waiting Room there is a bank of 20 lockers on the east wall and a bank of 24 lockers close to the Women's Room. Another bank of 24 lockers stands just outside the Restaurant entrance.

An entirely new complexion and appearance has been given this Station, producing a modern, up-to-date inviting atmosphere.

At the same time, the relocation of facilities works to the better advantage of patrons and Railway personnel from the twin standpoints of convenience and comfort for the Passengers.

Compare this "before renovation" picture with the modern interiors shown on the opposite page. Note the high back benches and the ornate chandeliers.

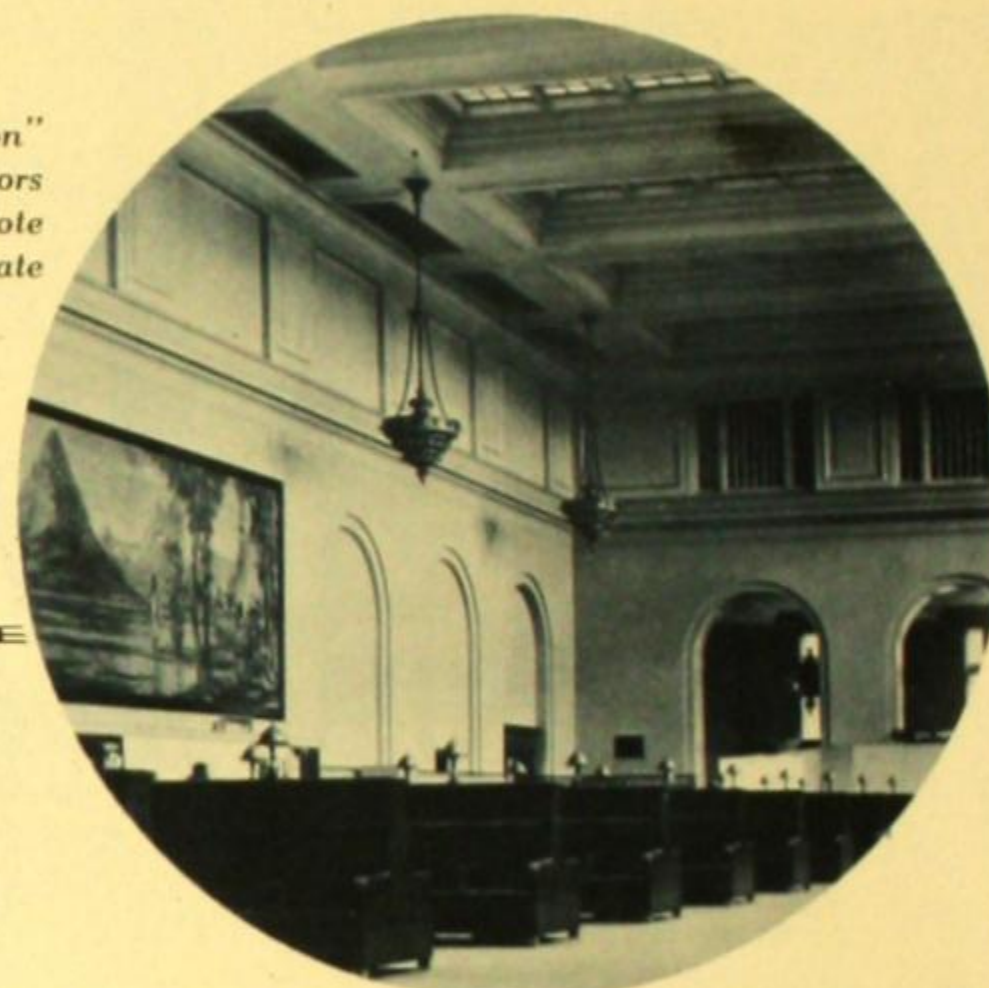
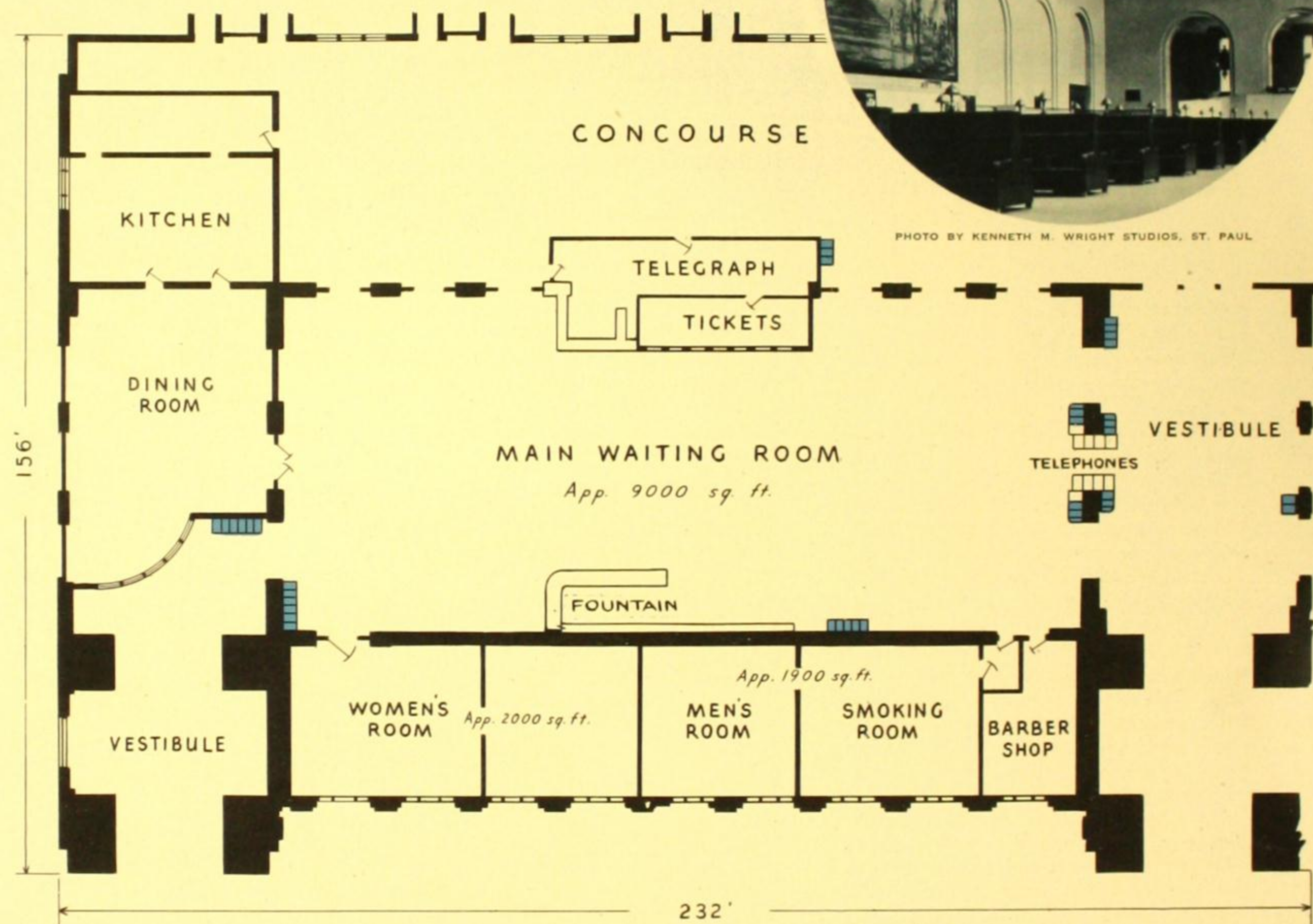


PHOTO BY KENNETH M. WRIGHT STUDIOS, ST. PAUL



A simplified floor plan of the Great Northern Station in Minneapolis, Minn. from blueprints furnished by T. D. McMahon of the Great Northern Railway.

● American Parcel Checking Lockers are shown in blue.

Renovated Station Chicago & North Western Railroad Rochester, Minn.

ROCHESTER, Minnesota, county seat of Olmsted County in the southeast corner of that great state is a residential center. The trading area, including some eight adjacent municipalities is today estimated by Rochester newspapers as exceeding 88,000, and produced as of 1939 better than \$15,800,000 in retail sales. Wage earners in 1944 exceeded 9000, with a monthly payroll rising to approximately \$1,107,000.

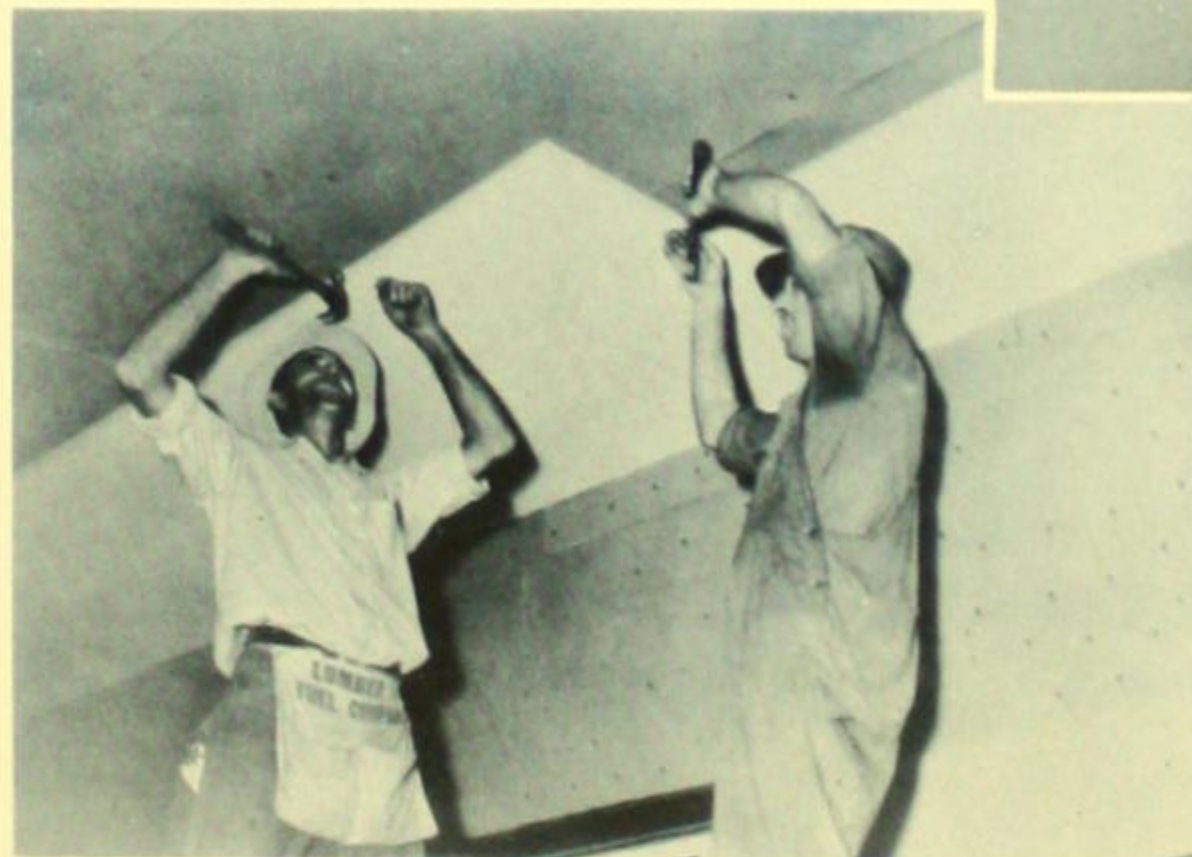
Located about 90 miles south of Minneapolis, this thriving city is served by the Chicago & North Western and two important airlines. Industries are quite diversified, including such widely varying businesses as canneries, dairies, sheet metal works, dehydrated products, photographic supplies, and electrical equipment.

The Chicago & North Western Railroad has a passenger station in this city at which a section of its famous "400" liners stop. This station was built in 1890 and before its modernization was not only obsolete in facilities afforded the road's patrons, but was from the aesthetic standpoint completely unprepossessing and dreary.

From time to time minor improvements had been made, such as a new platform, new driveways, and minor corrections to the interior. It was found that physically

and architecturally the station building was satisfactory and was adequate in size to handle expected traffic. But it was clearly recognized that a complete change-over must be made to the interior to bring its appointments and accommodations up to a par with the modern passenger service offered elsewhere by the road.

Steps were taken in 1937-38 to renovate this station and in 1940 the major work was done which makes it a completely modern passenger service station.



Applying Bevel Panel Ceiling Insulation



Applying Composition Walls

PHOTO BY IRISH STUDIO, ROCHESTER

RENOVATED STATION CHICAGO & NORTH WESTERN R. R.

ROCHESTER, MINNESOTA Population 26,312

Supervision: B. R. KULP, Chief Engineer, C. & N. W.;
R. W. RICHARDSON, Division Engineer, C. & N. W.

Architect: L. C. WINKELHAUS, Architectural Engineer, C. & N. W.

Contractor: G. SCHWARTZ & Co., Rochester, Minn.

Services: Chicago & North Western Railroad Company.

In 1940 the railroad company renovated this generally outmoded Station and brought its public facilities as near as possible to the level of its general passenger service as represented by its up-to-the-minute "400" streamliners.

Structural Details and Facilities

EXTERIOR. The exterior of rough faced stone and red pressed brick was given a thorough washing job, the stone work with sand-blasting, and the brick with a bath of muriatic acid followed by a rinse of clear water.

The older type exterior doors were replaced with more up-to-date ones which have a single large pane of glass in their upper halves, protected by aluminum push bars. Windows were given new sash, with a single pane in the lower half, topped with 6 panes above. All windows were weatherstripped against the extreme winter cold.

INTERIOR. As originally constructed, the walls of this station were finished with a dark-colored beaded lumber, applied horizontally, and without any ornamentation to break a dreary expanse of monotone. Partitions and the ceiling were similarly treated.

The ceiling is slightly over 13' above the floor, but appeared higher because of the lack of wall adornment and flat surfaces. The doors and windows were obsolete in design.

The Ticket Office was segregated from the public area by a partition of the same dreary beaded woodwork.

Some attempts had been made to modernize this station, such as the installation of electric lights, sanitary toilets, a steam heating plant, and in 1937 a new floor. This was of asphalt tile laid in alternate squares of red and black over the original floor, and covering the entire floor surface up to a new black rubber base board.

The walls of beaded board were left in place just as they were. To them was nailed a 1/2" thick layer of asphalt saturate roofing felt, and on top of this were applied 16" x 32" panels of a modern wallboard from the base board to a horizontal frieze just above window-top level. The frieze was constructed of a thick wood fibre panel board, the same material being utilized to cover the ceiling.

From the floor to a height of 4', the walls are tinted light green. From this point to the top of the windows, the color is light buff, separated by a band 4" wide in black, effecting a contrast and smartly breaking the monotonous expanse of the smooth, flat surface. The frieze and the ceiling overhead are a delicate pink.

The wallboard is held in place by specially designed aluminum moulding, at the same time concealing vertical and horizontal joints between panels. Strips affixed to the old wall beneath a wood moulding at the window top level, rabbeted top and bottom, receive the top of the wall panels and the bottom of the frieze.

The unsightly old partition was removed, thus opening up the entire Waiting Room space into one common area with ample room to move around and rest upon the more modern and up-to-date settees provided.

In place of the old cramped and narrow office enclosure, an open ticket counter enclosing an area approximately 24' by 11' was substituted. It is placed on the track side of the station, convenient to the platform doors. It is a metal counter whose front is covered with the same light green material used for the wall finish, set in 4' panels

with aluminum moulding strips concealing the joints. The tinted finish is affixed to two 1/2" plywood layers over wood studs on 24" centers which are fastened to the metal counter.

The counter is topped with a 1/8"-thick rubber surface, glued on and retained at the sides by a wood moulding. The exposed counter metal is baked enamel in a color approximating the light green motif of the room.

The familiar old type of "hanging blob" lighting fixture has been replaced with chromium-plated, indirect-type fixtures, cleverly placed for maximum illumination throughout the Waiting Room, which not only harmonize with the streamlined effect of the room, but even accentuate it.

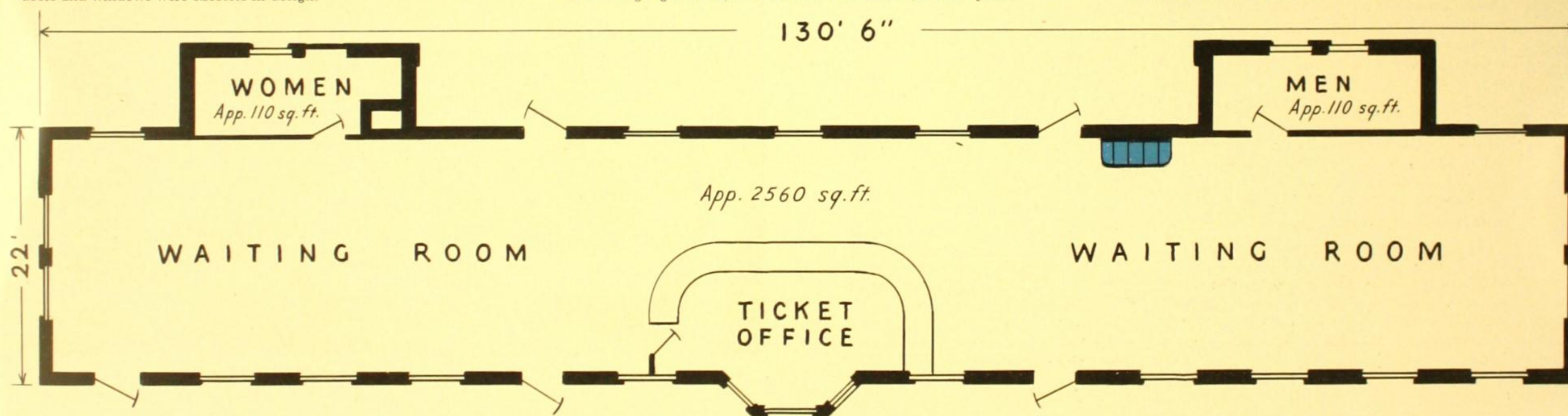
Against the wall of the Waiting Room opposite the Ticket Counter there are located 12 Self-service Luggage Checking Lockers, conveniently handy to the street entrance, and yet not so far from the train platform doors but that their contents can be reached quickly from any point in the station. This bank of Lockers is tinted to accord with the general decorative scheme, and has chromium trim, with rounded corners on either end.

The Men's and Women's Toilets have been completely overhauled and redone with new concrete floors, more modern fixtures, and of course a completely modern color scheme and illuminating facilities.

The heating plant and system were retained as such, but the outmoded and out-of-place cast-iron radiators have been concealed in metal covers matching the color scheme of the room.

Thus at comparatively small expense, an old-fashioned, dreary station with equally out-of-date public facilities has been brought to a high level of modernity.

The City of Rochester, Minnesota, has gained materially in the excellent first impression a visitor receives when he enters this renovated station.



A simplified floor plan from blueprints furnished by B. R. Kulp, Chief Engineer, C. & N. W. Railroad.

• American Parcel Checking Lockers are shown in blue.

NEW STATION CHICAGO, BURLINGTON & QUINCY R.R.

La Crosse, Wisconsin

SINCE 1940 the population of La Crosse, Wisconsin, has increased over 10,000 with a retail sales jump of better than ten million dollars. The retail trading zone, including the city proper is estimated at about 215,000, and manufacturing or other non-agricultural establishments have increased greatly over the 1940 figure.

The new and faster tempo of contemporary life requires passenger stations in which all facilities may be found at first glance, and what is just as important, stations which are, in their appearance, living advertisements of progressive railroad-ing and signposts of civic pride to the community.

It has also been found many times that building an entirely new passenger station, instead of trying to remodel an older one to bring it up to present day standards of comfort for the patrons, has paid off handsomely in dividends of good will as well as economy of management.

The passenger station problem faced by the Chicago, Burlington & Quincy Railroad at La Crosse, Wisconsin, combined all of these factors with one of a more serious nature, from the viewpoint of efficient operation of a number of its passenger trains.

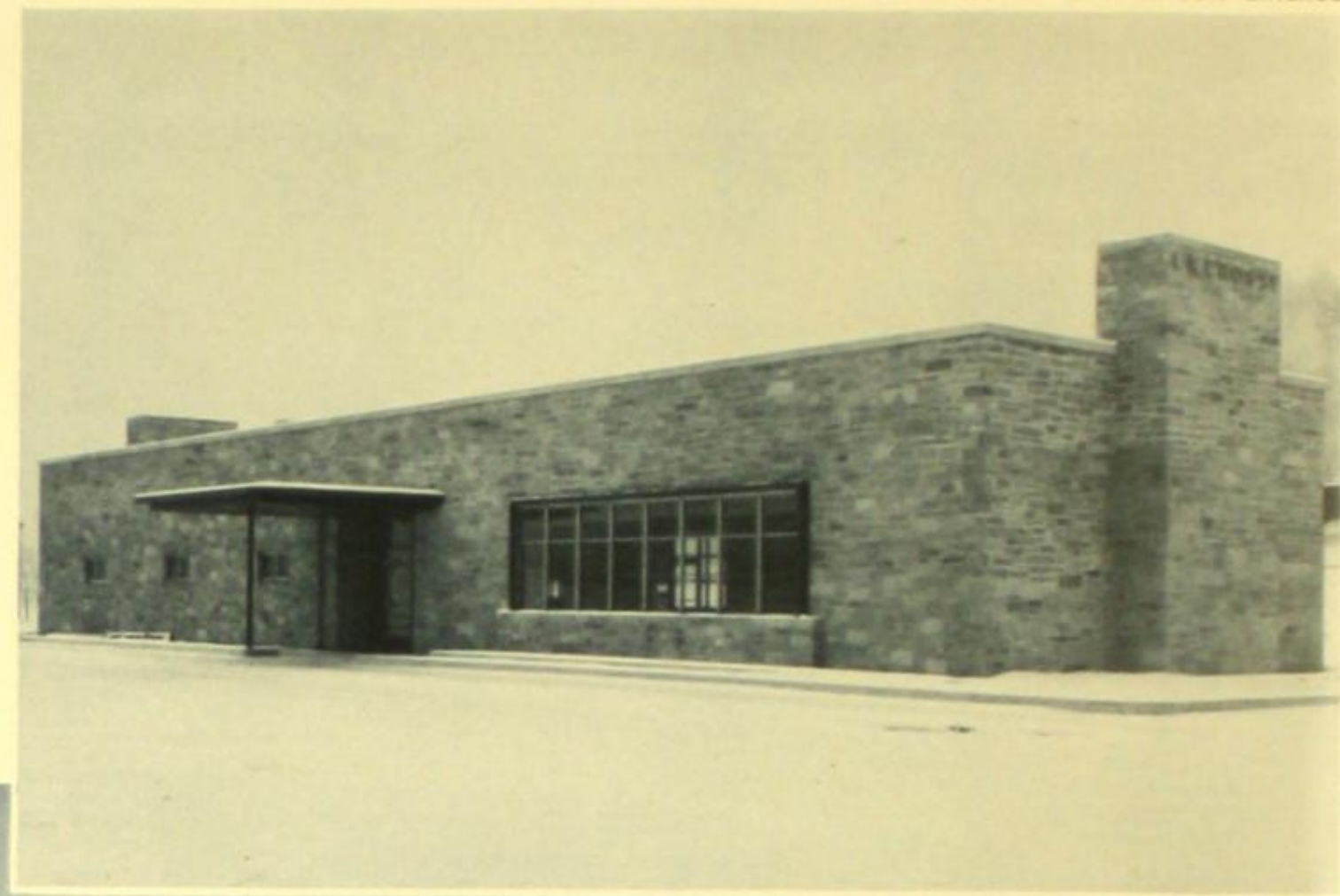
Up to the time the new station was completed in 1940, the Passenger Station for this busy manufacturing city of over 42,000 was located on a line known as the "Loop Line," which crossed directly athwart the town, over numerous grade crossings, and through the business section. Fast passenger service including the streamlined Chicago-Twin Cities Zephyrs experienced considerable trouble with city traffic, frequent emergency delays and stops, and occasionally more serious difficulties.

After a careful study of the situation, it was decided to route all passenger service over the "Back Line," a path used for high priority freight traffic, which passed along the foot of the Mississippi River bluffs on the eastern edge of the city.

And so a new site near the best residential section of the town was selected and construction began on the attractive new streamlined Station of masonry construction and with a most attractive Waiting Room with a real club lounge atmosphere.

The new terminal has proved to be fully capable of handling the increased volume of traffic which flows in and out of this bustling community. It is truly more than a railroad station; it is a civic building which both the community and the railway share with equal pride.

PHOTOS BY C. B. & Q. R. R. CO., CHICAGO



The Club-like Waiting Room

NEW STATION CHICAGO, BURLINGTON & QUINCY RAILROAD

LA CROSSE, WISCONSIN

Population 42,707

Architects: HOLABIRD & ROOT, Chicago, Illinois.

Supervision: F. T. DARROW, Chief Engineer, C. B. & Q.
H. G. DALTON, Structural Engineer, C. B. & Q.

Services: Chicago, Burlington & Quincy Railroad.

The streamlined passenger station on the "Back Line" of the C. B. & Q. at La Crosse, completed in 1940, serves a triple purpose for the Burlington Road. Its location permits a reduction in running time of passenger trains between Chicago and the Twin Cities; trains now completely avoid the frequent grade crossings and traffic difficulties attendant upon passing through the town; and finally, it is a powerful goodwill factor quite in keeping with the Burlington's up-to-date railroading policy.

Structural Details and Facilities

EXTERIOR. The new station was built on the "Back Line" of the C. B. & Q., formerly used for fast freight runs, at the eastern edge of the city, about 3 miles from the original passenger station. The latter was located on the "Loop Line" which ran at grade level through the very center of the business section.

The building is on the town, or western side, of the "Back Line", near a fine residential district, and, eastward, faces a splendid view of Grandad Bluff across a golf course.

The street entrance is through a vestibule from the western side, passing through handsomely landscaped lawns, flower beds, Nor-

way Maples, and arborvitae hedge-rows. An ample concrete paved parking place adjoins the station.

One-story in height, this streamlined building stretches approximately 115' along the track, with a depth of 29'. In harmony with its natural setting, the simple, modern lines of its construction are materialized in Lannon Wisconsin stone. Two large chimneys, one at each end, serve a fireplace in the Waiting Room and the heating plant located below the Baggage Room.

The passenger platform on the east side of the station is of concrete, and is protected by a structural steel butterfly-type canopy. Canopy roof is 4-ply tar and gravel, as are the roofs of the station proper and of the short transverse section leading from the platform to the Lobby of the station.

INTERIOR. The outstanding features of the building are its interior finish and appointments. Facilities include a Waiting Room, Lobby, Ticket Office, Baggage Room, and Rest Rooms.

The walls of the cheery Waiting Room (49' x 28') are of golden-buff Montana Travertine stone, with natural grain finish, applied in 3' squares. Above the top course runs a large plaster beam coping which forms a bay over the 2 large window areas.

Flooring is dark gray mottled terrazzo with inlaid zinc strips forming squares.

Overhead, light gray insulating board in similar square design, with chamfered edges, forms a pleasing ceiling of good acoustic quality. Indirect illumination is provided by large modern domes recessed into the ceiling.

The south end of the Waiting Room is devoted to a big log-burning fireplace, with stone trim. Just above it, and extending almost the full room width, a colorful Lea mural portrays a scene typical of early exploration of the vicinity.

Cutting the east wall of the station is the "Picture Window", about 25' wide and 6' high, which affords an unobstructed view of the scenic Grandad Bluff with the golf course at its base. A similar window occupies a position in the opposite wall, overlooking the approach and the town beyond.

Each of the windows consists of a single huge pane of plate glass, flanked by smaller panes separated vertically by the supporting muntins. Aluminum sash and frames have aluminite finish and are equipped with screens of the same material. Radiators are recessed beneath the windows, or in the walls in all parts of the building except the Baggage Room.

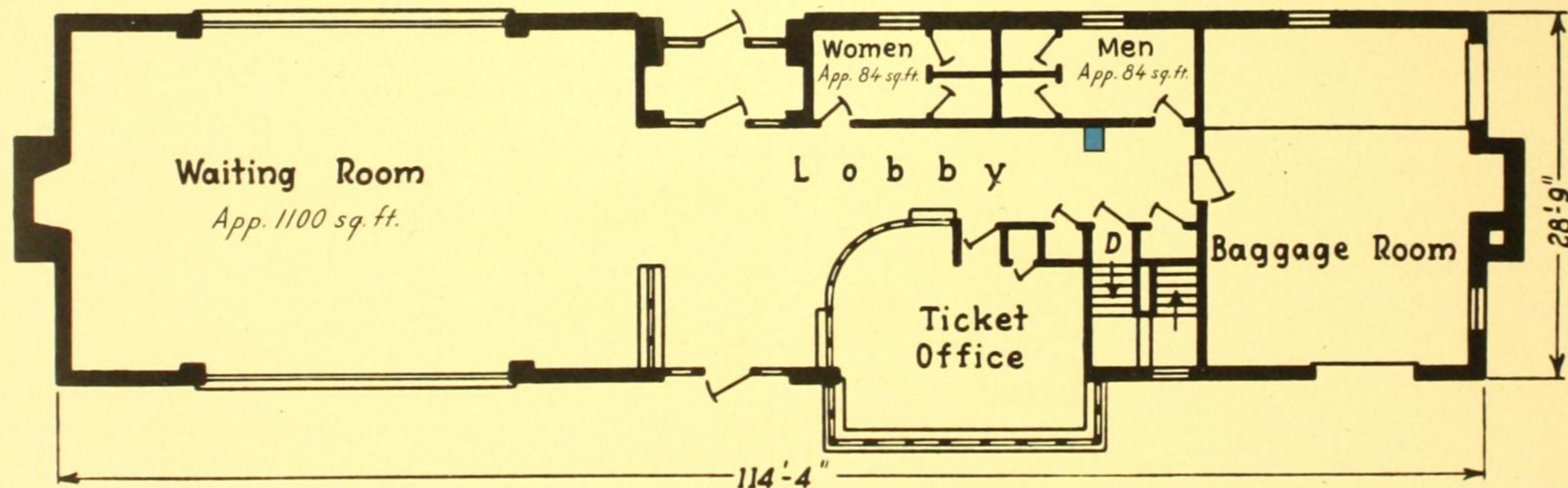
Overstuffed mohair furniture, large and roomy davenports, and armchairs of dark mahogany with gray leather upholstery are grouped intimately and informally, creating a most comfortable and hospitable atmosphere. Round tables with cheerful red tops and chromium plated pedestals add a colorful contribution.

The large T-shaped Lobby, with doors opening onto the platform approach and into the street vestibule, extends from the Waiting Room to the Baggage Room, at the north end of the station. From the Lobby, access is easy and direct to the Ticket Office or Rest Rooms.

A Cabinet of American Parcel Checking Lockers (4 compartments) is in the Lobby opposite the Ticket Office.

Ticket Office partitions are of marble; floors and counters are covered with a tile flooring material. The curved glass ticket windows facing the lobby have chromium-plated metal grille work as protection.

In addition to being a civic improvement of importance, increasing the Burlington's good will asset, it is also a prime example of modern day passenger station functional beauty.



A simplified floor plan from blueprints that appeared in an article in *Railway Age*.

● American Parcel Checking Lockers are shown in blue.

PENNSYLVANIA RAILROAD STATION

Pittsburgh, Pa.

LOCATED at the junction of the Allegheny and Monongahela Rivers, the city of Pittsburgh lies 270 miles West by North of Philadelphia.

The physical features of the city are characterized through the breaking up of Metropolitan Pittsburgh by hills and rivers, a fact leading to the honeycombing of the city with tunnels. Considered among the largest underground passages in the world are the Liberty Tunnels for motor traffic. Cost of these tunnels ran to approximately \$7,000,000. They are exceeded in length only by the Holland Tunnel that connects New York and New Jersey.

As an industrial dynamo Pittsburgh is famous throughout the world. Fifty of the nation's 235 blast furnaces are located in its area; and it is further interesting to note that over 22,000,000 barrels of crude petroleum were pumped from Western Pennsylvania's wells in 1940 plus a bituminous coal production in this same district that amounted to over 112,000,000 tons. Many nationally known names are found in Pittsburgh's manufacturing industries, particularly in aluminum products, air-brakes, window glass, plumbing fixtures, iron, steel, and numerous other commodities.

In 1939 the city had 7,875 retail outlets with a total sales of \$337,312,000. By 1944 local newspapers estimated that the sales had increased by over 43.8%. Wage earners employed in manufacturing industries in 1943 were as high as 68% above the 1939 figure.

The confluence of the Monongahela and Allegheny Rivers forms the Ohio River and gives Pittsburgh a harbor frontage close to 54 miles. These three rivers have been an important reason for the city's growth as an industrial and transportation center. Besides the river traffic there are 14 railroads and 5 air lines that serve the city.

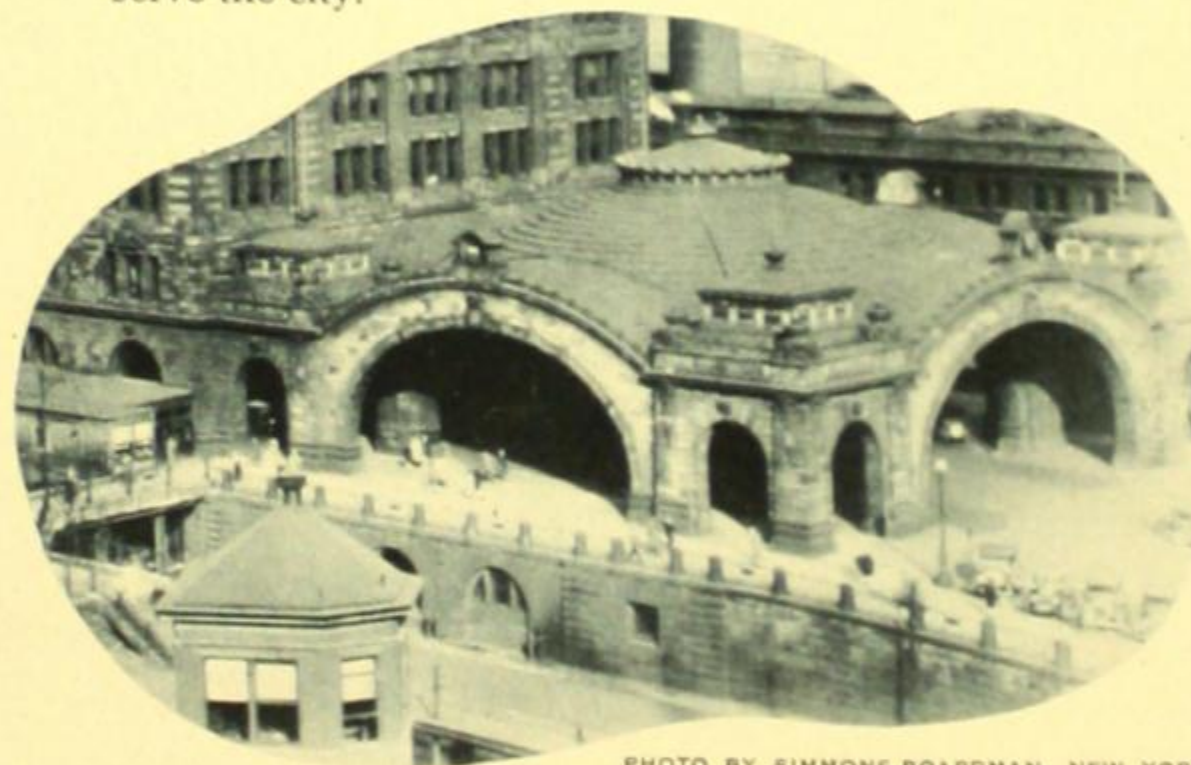


PHOTO BY SIMMONS-BOARDMAN, NEW YORK

Doing yeoman service in railroad transportation is Pittsburgh's Pennsylvania Station with more than 40,000 persons passing through each day. In fact passenger travel through Pittsburgh has increased more than 300% since 1939.

Like many another such station, throughout the nation, a tremendous part of this traffic comes from military personnel; but in addition to the numerous military trains arriving and departing daily there are 280 passenger trains. There have been so many mothers with babies in this huge traffic total that the Pennsylvania Railroad is now in process of installing a complete nursery in order to allow them to wait for trains in comfort. This is but one of the many considerations that the station is extending for the convenience of its patrons.

While the railroads today are carrying more than twice as many passengers as in 1918, they are doing so with only 72% as much equipment. The strain on trains and station facilities is therefore quite severe, but all stations, like the Pennsylvania's Station at Pittsburgh, are doing a wonderful job in maintaining their high standards of service and efficiency.

PENNSYLVANIA RAILROAD STATION

PITTSBURGH, PENNSYLVANIA Population 671,659

Architects: GRAHAM, ANDERSON, PROBST & WHITE, Chicago, Ill.

Services: The Pennsylvania Railroad.

This station was built in 1902 and still retains its early Twentieth Century features. While no major renovation projects have been undertaken, during the past year the Ticket Offices have been completely fixed over and refurnished.

Exterior. As has been noted, the Station still retains the structural details and design of its early stone construction. Entrance to this 12-story building is gained through a covered plaza. Large stone archways and a round dome characterize this plaza on one side of the station building, while the other side of the Station features a huge semi-circular shed covering train platforms.

The upper floors of the Station contain the offices of the Pennsylvania Railroad.

Near the entrance to the Station is a modern, one-story, streamlined Canteen and U.S.O. variety club on property loaned to the U.S.O. by the railroad.

Interior. The large Waiting Room contains standard oak benches along the side, close to the Ticket Offices. Off this Waiting Room are such station facilities as the Restaurant and Bar and Lunch Room. There is an additional Lunch Room in what is called the Fort Wayne Concourse, which is a long corridor outside the Main Building. Another such corridor is on the Panhandle side of the building. These 2 corridors lead from the Train Concourse to the opposite end of the building without passing through the Waiting Room. Trains going west to Fort Wayne and Chicago use tracks on the Fort Wayne side of the building, and trains going to Columbus, Cincinnati and St. Louis use tracks on the Panhandle side.

The Ticket Offices have been completely renovated during the past year and are painted in pastel shades, refurnished to some extent, and lighted by fluorescent fixtures.

Patterned marble floors are located throughout the principal areas of the station. The upper walls are of plaster and the wall bases are terra cotta as is the material and finish of the walls. All ceilings are of glass and plaster with their color motif dependent upon location. Incandescent drop lights and wall brackets illuminate the building.

348 Self-service Parcel Checking Lockers are located throughout the Station. The 2 largest banks of such lockers are in the Train Concourse near the doors to the Waiting Room. There are 88 lockers in one group and 68 in the other, of which 4 are golf lockers and 12 of the oversize type. Another group of lockers situated in the Concourse contains 40 Parcel Checking Lockers in one section and



Main Waiting Room

40 in the other. There are 40 standard lockers at the Concourse entrance to the Waiting Room and 16 at the opposite entrance. Dispersed within the Waiting Room are 40 more lockers.

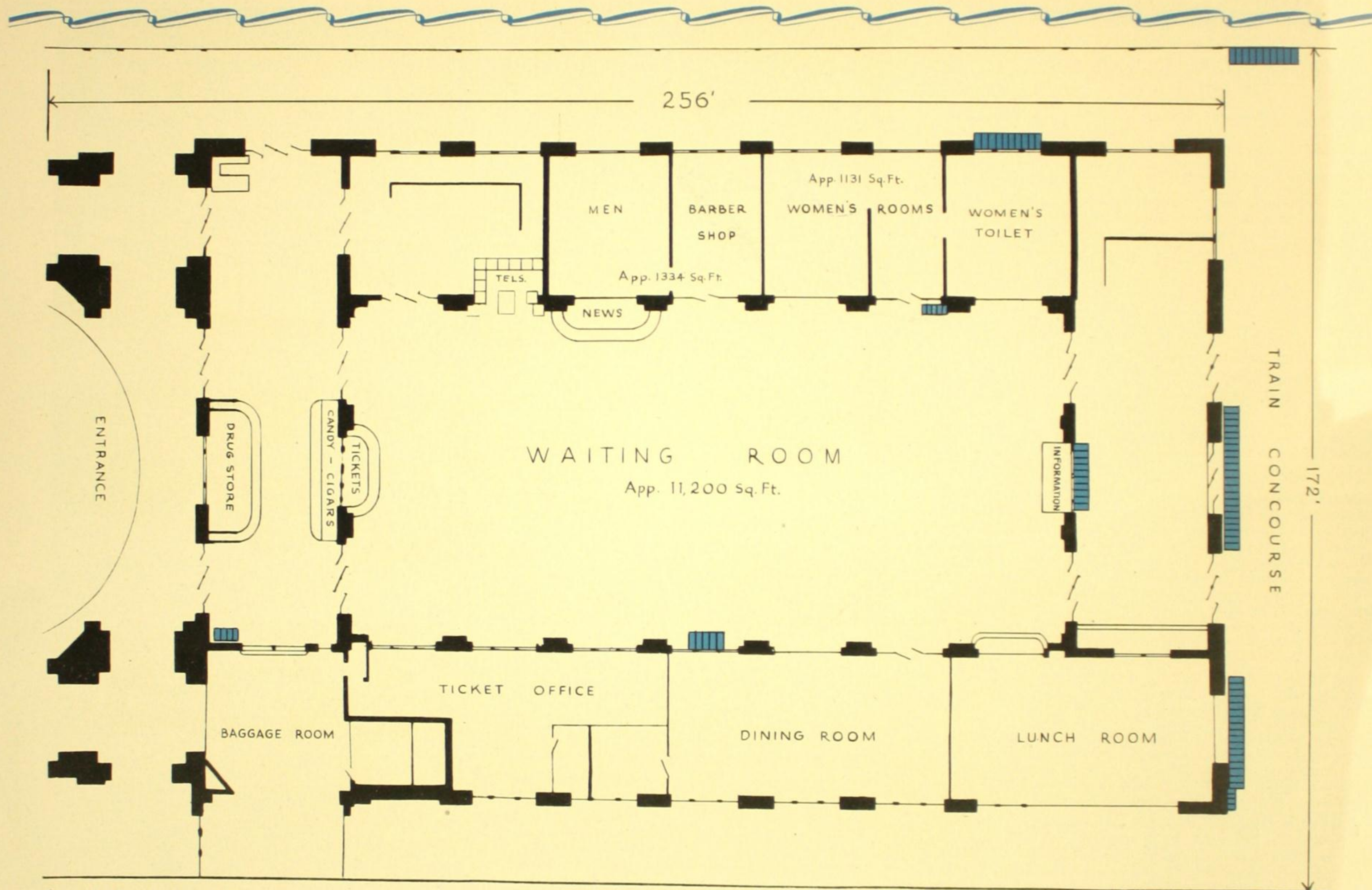
Steam heat is supplied from radiators stationed along the walls.

Realizing the importance of keeping pace with extensive changes in railroading, Pennsylvania Railroad officials are already drawing up plans for the complete renovation of their Pittsburgh Station after the war. Such a modernization program would serve to bring this station to the level of importance its services so richly merit as well as enhance its beauty as a civic landmark.



Train Concourse

PHOTOS BY ATWATER & BRO., PITTSBURGH



A simplified floor plan furnished by the Railroad.

PENNSYLVANIA RAILROAD
STATION, PITTSBURGH, PA.

• American Parcel Checking Lockers are shown in blue.

ONE OF THE NEW SOUTHERN PACIFIC STATIONS

Palo Alto, California

Palo Alto, California

Population 16,774

Services: Southern Pacific Railroad.

PALO ALTO, seat of Stanford University, is on the main coastline of the Southern Pacific Railroad in California. The city is located 32 miles south of San Francisco, and 18 miles north of San Jose. It is prominently situated on U. S. Highway 101 and the Bayshore Highway.

Although the community is not overlarge from the standpoint of population, as an educational center it ranks as one of the finest in the country. It contains, furthermore, 246 retail outlets with a total sales of \$11,905,000 as of the last 1939 census.

The city's railroad station is but one of the outstanding examples of new units built in recent years by Southern Pacific. Other fine depots are at Salinas and San Luis Obispo, while extensive alterations have been made at Tucson, Arizona, Bakersfield, Martinez and Fresno, California. As soon as conditions permit, Southern Pacific intends to build many more new, modern stations.

The beautifully styled Palo Alto Depot, a one-story structure of reinforced concrete

and steel frame construction, was presented to the public on March 8, 1941. It was built in connection with an extensive highway underpass project, and relocation of the main line tracks was necessary to complete this work.

The dominant tone of the building is white with medium-dark band trim, while



the base of the structure is of medium-dark brick.

Glass blocks are built into sections of the depot as well as into the side wall containing the entrance to the subway for northbound trains.

The white marquee is supported by 5 iron rods anchored along the top wall of the building. Six lights enclosed in glass fixtures for platform light are set along the ceiling of the marquee. The Palo Alto station sign is clearly marked in dark letters on the side of the marquee. Beneath the marquee is a red cement paving which continues through the main exit.

A cedar deck platform is adjacent to the Baggage Room.

A concrete platform runs between the 2 southbound tracks, while a wire fence separates these 2 tracks from the north-

bound side of the station.

The interior of the depot is comfortably modern. It contains, besides the Waiting Room and Ticket Office, a news stand, a fountain, and rest rooms as part of its passenger facilities, and also features the suspended type of ceilings.

The Waiting Room and corridor have marble and terrazzo flooring, while the wainscot is fabric.

A linoleum floor over cement is used in the Ticket Office, Agent's Office, and Baggage Office.

The lunch counter and news stand have a tile floor.

The Men's and Women's Rooms have tile floor and wainscotting, while the Men's Smoking Room and Women's Waiting Room have asphalt tile floors with a tile base.

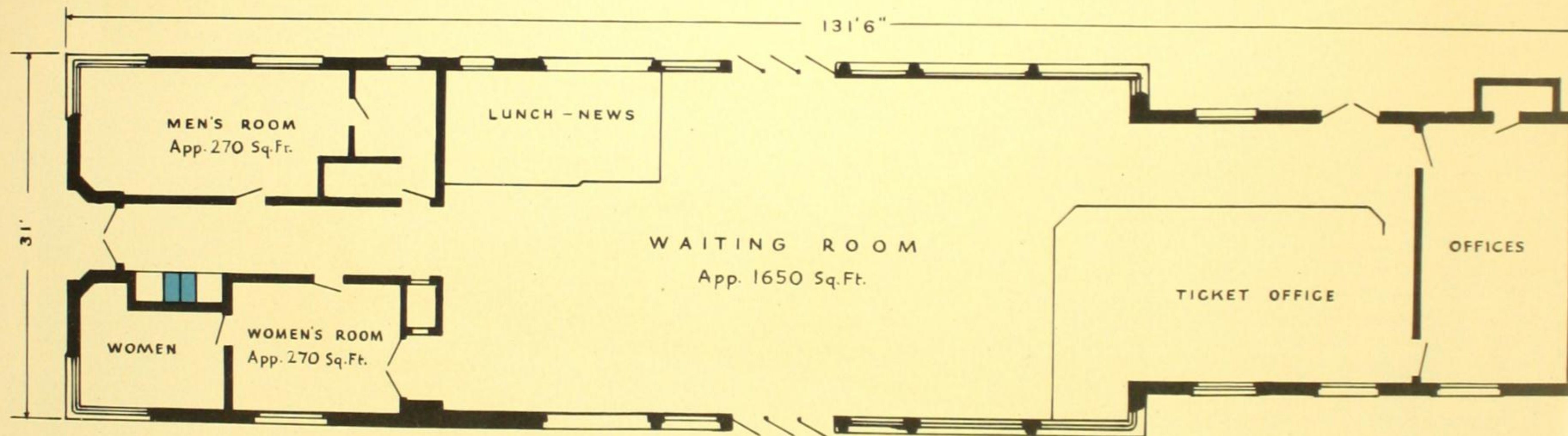
A gray cement floor is used in the Baggage Room.

New venetian blinds are employed for all windows throughout the building.

With few exceptions, most doors, especially those at entrances to the building, have an oak veneer, kick plates, and push bars.

Two cabinets of American Self-service Parcel Checking Lockers are located between phone booths in the corridor leading to the Waiting Room.

Construction of this terminal is in line with the railroad's policy of modern stations to match their streamlined trains such as the famed "Noon Daylight". This effective harmonization presents not only a pleasing eye appeal but carries with it an understanding of progress and advance in railroading ideas.



A simplified floor plan of the Southern Pacific Station, Palo Alto, Calif. from blueprints furnished by the Southern Pacific Railroad
 ● American Parcel Checking Lockers are shown in blue.

WASHINGTON UNION STATION

Washington, D. C.

PERHAPS the greatest change in the Union Station at Washington, D. C., is the tremendous increase in passengers. Today, from 140,000 to 175,000 persons use this station daily. Of the predominant group of business men and tourists that formerly made up the bulk of passenger traffic the latter has now given way to service men, war workers, and large numbers of government officials and employees. Successful station management has enabled officials to cope with the

crowds that fill the Waiting Room and concourse at all hours of the day and night.

The Washington Terminal Railroad, with a total trackage of 52 miles, handles all trains terminating or passing through the station. This terminal railroad handles trains of the Baltimore & Ohio; the Chesapeake & Ohio; the Pennsylvania; the Richmond, Fredericksburg & Potomac; and the Southern, as well as many other through trains from other lines passing over

the facilities of the above mentioned railroads. The Terminal Railroad controls all train movements by modern interlocking signals of the color-position-light type operated from one main and two subsidiary interlocking stations.

Remodeled Plaza: U.S.O.

When the city of Washington remodeled the plaza in front of the station, automobile traffic was coordi-



PHOTO BY SIMMONS-BOARDMAN, NEW YORK

nated to give a minimum of interference to the station cabs. The plan permits the unloading of taxi passengers directly in front of the main entrance while the loading is done at a series of platforms at the west end of the station. These platforms are covered to provide shelter for passengers and cabs.

The conversion of the President's Waiting Room into a U.S.O. lounge has met with great popularity. Under the supervision of the Washington, D. C., Travelers' Aid and a Committee of Operations of which the manager of the Terminal Company is chairman,

this lounge is well patronized by thousands of service men 24 hours a day.

Unprecedented Increase in Use

One direct result of the jump in traffic has been an increase of over one hundred per cent in most of the station's operating procedures. For the more than 300 daily trains that use the station, approximately 400,000 tickets are sold every month. Total revenue from these tickets runs close to three million dollars. Other figures that seem almost as staggering are the more than 117,000 passenger cars and locomotives handled in the sta-

tion in a month; the increase by nearly 300 per cent in parcels checked in parcel rooms; plus the operation of one of the largest single batteries of Parcel Checking Lockers in the country. The ticket selling force has expanded from 31 persons in 1941 to 140 today; and the former group of 26 information clerks and 17 reservation clerks numbers 124 and 174 respectively.

Increase in Women Employees

One way in which the station efficiently handled the manpower shortage was the special manpower committee established to study and act upon present and future needs. Thus the officers of the Terminal have been ready at all times to meet any emergencies. Upon the committee's suggestion the Washington Terminal increased its force of women employees from an approximate 65 to a present total of 1,260 employed not only in office work but in enginehouse, classification yards, baggage and mail service and track work.

Intensive training and preparation for work in the ticket office is given to new employees chosen for this position. This course of instruction consists of at least two weeks' class work under the guidance of experienced operators. Training is carried out under a program designed to resemble in every respect possible the actual operation of a ticket office with the type of work and problems encountered by the personnel.

Results Count

This close cooperation, foresight and planning has brought immeasurable results in promoting the comfort and welfare of all passengers, especially of members of the Armed Forces who today constitute the majority of travelers passing in and out of this terminal. It is especially noteworthy that the Washington Union Station recorded operations and revenues greater than those of 78 Class I railroads during the year 1943.



Waiting Room Looking Toward Ticket Lobby

PHOTO BY SIMMONS-BOARDMAN, NEW YORK

WASHINGTON UNION STATION

WASHINGTON, D. C.

Population 663,091

Architects: D. H. BURNHAM & COMPANY.

Services: Baltimore & Ohio; Pennsylvania; Richmond, Fredericksburg & Potomac; and the Southern Railways including trains from numerous other railways which pass through the terminal over these lines.

The job of handling an increase in passenger traffic that has far exceeded any previously conceived estimates has been successfully accomplished in this Union Station without inconvenience or delay to travelers and without requiring major structural changes in the makeup of this terminal.

General Exterior Characteristics

One of the outstanding features of the Washington Union Station is its close conformity of design to the government buildings of this Capital City. Its imposing white stone facade draws attention to the 6 fluted columns topped by 6 equally imposing statues above the main entrance.

A spacious plaza serving as a hub for the wide streets running into it fronts the station. In the center of this plaza, and directly before the station's main entrance, is a white stone monument making all of one picture with the plaza and station.

Arched windows and doorways face the entire length of the main entrance side of the building further enhancing the structural design.

General Interior Characteristics

Modernization of the lighting system in the station called for fluorescent luminaries to be uniquely placed on the back of the benches in the Waiting Room. This method saves passengers a great deal of eye strain and greatly improves the reading range. The overhead lighting fixtures, installed in light galleries, have also been modernized.

Three escalators have been installed between the upper and lower train levels, adding to the other numerous improvements made to this station since the war. These escalators greatly facilitate the handling of passengers to and from trains on the lower level.

In order to speed up foot traffic and avoid too much congestion between the ticket lobby and the main concourse, a short concourse was built adjacent to the parcel room.

The greatly crowded conditions of the station created quite a problem until a part solution was finally found in releasing 5,370 square feet of space held by a former mail distribution station at the west end of the concourse.

Modernization of the restaurant and lunch room has brought them thoroughly up-to-date. Air-conditioning has been installed and their seating capacity increased from 232 to 310. This same air-conditioning and modernization plan has been applied to the barber shop, while the capacity of washrooms for men and women has undergone a twofold increase.

One of the most popular sections of the station is the large service canteen, located in the station concourse, and operated on a non-profit basis. This canteen was patronized by 2,791,970 service men and women during 1943. Over this same period of time the service-men's lounge was patronized by 1,561,091 members of the Armed Forces who checked a total of 499,000 pieces of luggage free of charge.

The process of speeding up and facilitating the distribution of tickets called for an increase in the number of ticket windows from 15 to the present 65. Each of these locations has been delegated a certain specified job. Some of the windows sell tickets for service men and women only, while others handle advance Pullman reservations or coach tickets. A prominent display of signs at these locations as well as the use of announcements over the public address system help guide passengers with a minimum of confusion. As a further aid ticket office employees help direct passengers and provide them with all information possible.

In 1941 information facilities consisted of a large booth in the main Waiting Room employing a total of 26 clerks. Today the number of clerks total 124, and another booth has been installed in the concourse intended primarily for supplying general as well as train information to those in the services. Both of these booths operate on a 24 hour basis.

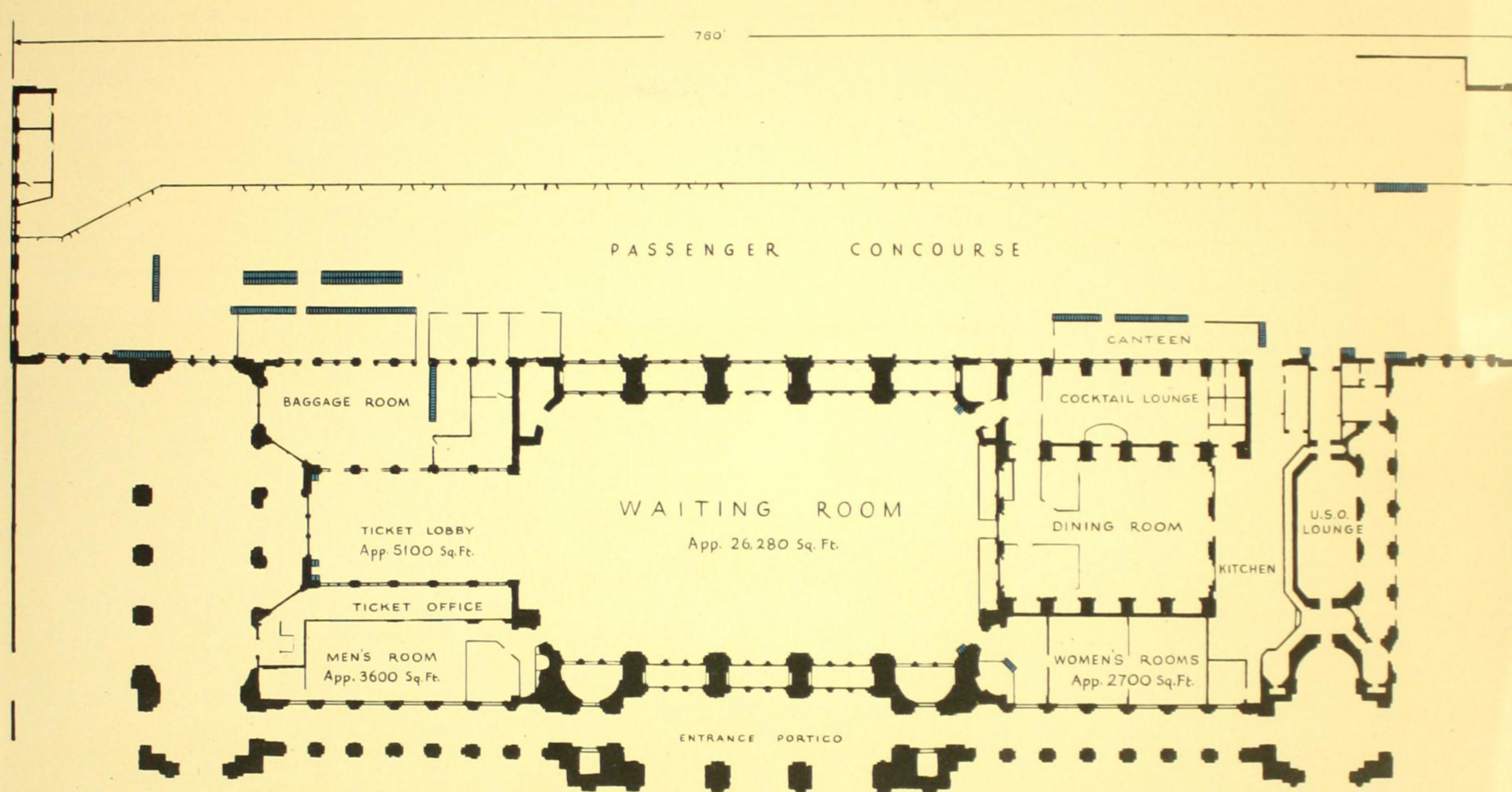
Self-service Parcel Checking Lockers are located in the Train Concourse as well as Ticket Lobby, Main Waiting Room, entrance to Women's Room and the Passageway between the Concourse and Ticket Lobby. The number of these lockers has been increased from 508 to a present total of 1,232, thus more than doubling the former amount.

The over-all picture of the Washington Union Station is one of great activity and constantly increasing traffic. Yet the situation is well under control and efficiently managed. Nor has the heavy use of traffic altered the fact that in every architectural respect the structure is an important contribution to the beauty of Washington.



Waiting Room Looking Toward Dining Room on Left

PHOTO BY SIMMONS-BOARDMAN, NEW YORK



A simplified floor plan from blueprints furnished by Washington Terminal Railroad Company.

WASHINGTON, D. C. UNION TERMINAL

• American Parcel Checking Lockers are shown in blue.

THE C. & NW. MODERNIZES THREE SMALL STATIONS

Oshkosh, Appleton, Neenah-Menasha, Wisconsin

ONE of the projects of the Chicago & North Western Railway Company, just before World War II called a halt to the use of many critical materials, was the renovation and modernization of several of its smaller, between-terminal stations.

Oshkosh, Appleton, and Neenah-Menasha Stations are all within a distance of approximately 20 miles along the right of way of the North Western's famed "400" Streamlined Trains which serve points in Northern Wisconsin and Northern Michigan out of Chicago.

The improvements to these stations, carried out in 1941 and early 1942 were, in a sense, a counterpart to improvements inaugurated in passenger train service through the territories where these stations are located.

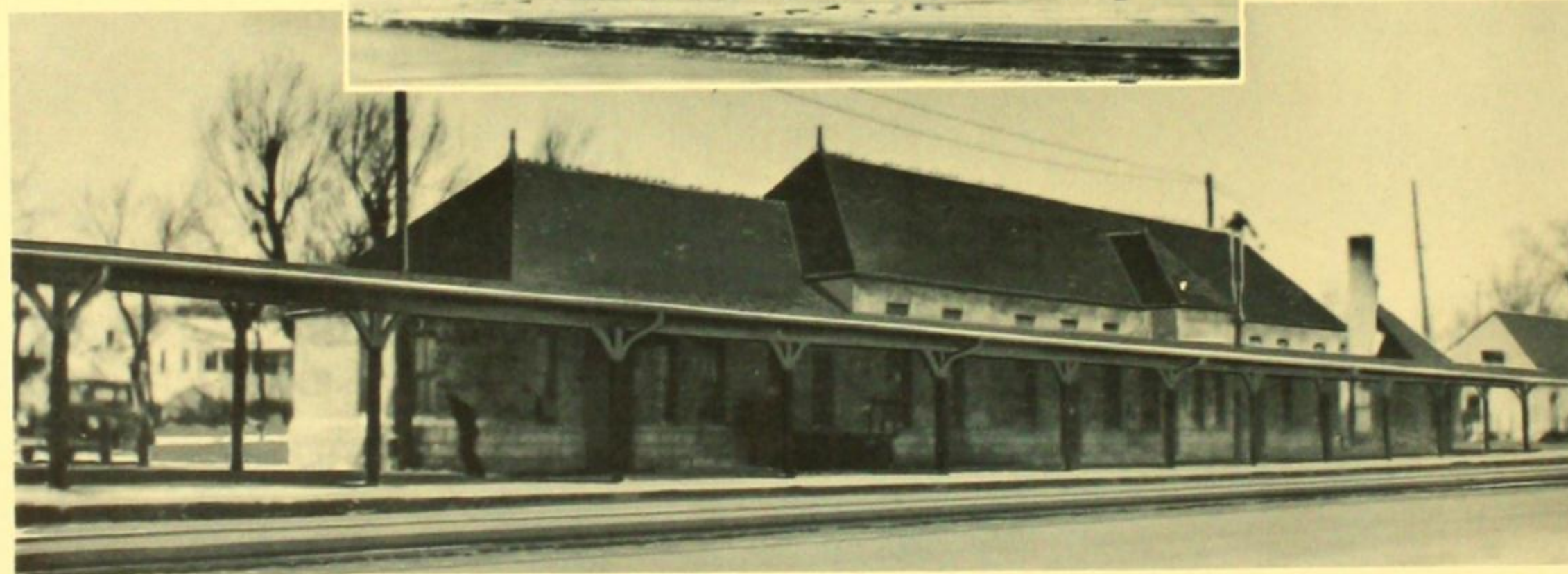
The problem of modernization and renovation in the

case of all three stations was essentially the same, although varying in several details.

Each of these "smaller stations" is a one-story structure, architectural vintage 1889-1902, built of brick with a limestone base in a modified Classical style.

Exterior work included a fundamental architectural change on but one of them — Oshkosh, — but envisaged a thorough cleaning and general refurbishing of the original masonry and accessory outdoor construction for all.

In each case, however, the old-style building was brought up to present-day standards of comfort, and general interior efficiency of arrangement, at the same time pleasing the eye by its modern decor, at a fraction of the cost of an entirely new structure in materials, money, and time.



OSHKOSH
WISCONSIN

ABOVE:
The Original Station

BELOW:
*The Station After
Being Remodeled*



OSHKOSH, WISC.... Compare the old Waiting Room shown above with the modernized interior illustrated below.



THREE MODERNIZED SMALL STATIONS of the CHICAGO & NORTH WESTERN

OSHKOSH, WISCONSIN Population 39,089
 APPLETON, WISCONSIN Population 28,436
 NEENAH-MENASHA, WISCONSIN Population 21,126

Plans: L. C. WINKELHAUS, Architect-Engineer, C & NW Ry.

Supervision: B. R. KULP, Chief Engineer, C & NW Ry.

Construction: Oshkosh—EDW. H. MEYER CONST. CO., Oshkosh.
 Appleton—MIRON & ST. AUBIN CONST. CO., Appleton.

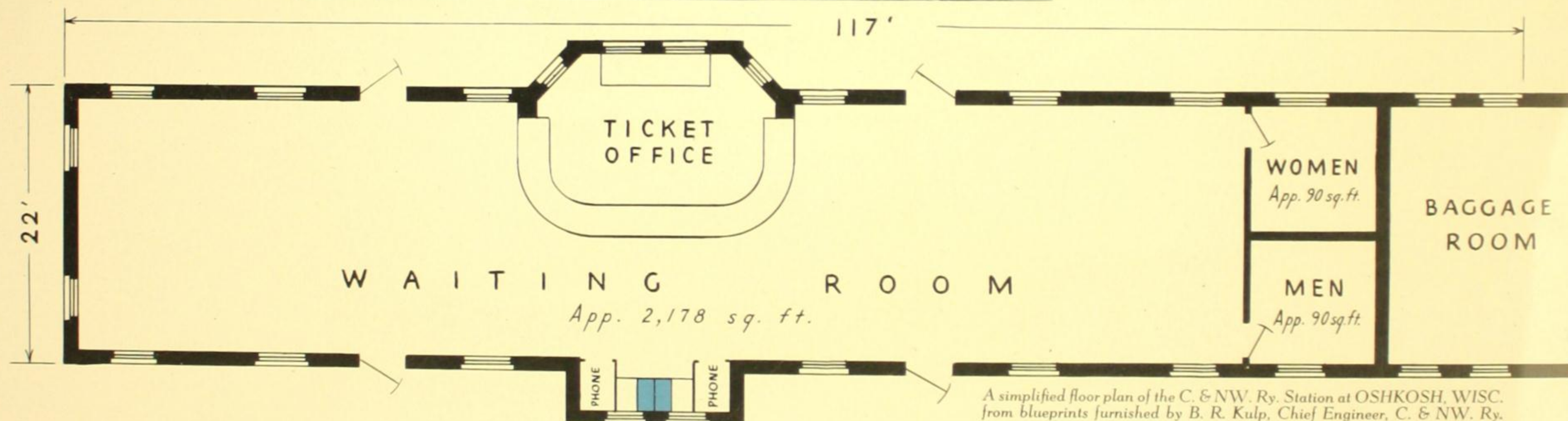
The complete modernization of smaller between-terminal Stations along the famed "400" Route, was one of the projects of the Chicago & North Western Railway, before the advent of World War II priorities on critical materials. Three of the Stations completed in 1941 and early in 1942 are described herein.

Since the problems of modernization were essentially the same, the Station at Oshkosh, being the largest, will be treated in greater detail.

Structural Details and Facilities

OSHKOSH. **EXTERIOR.** This Station, built in 1902, in a modified classical style, was adorned with a multi-gabled slate roof, a high dominating tower on the town side of the building, and several large brick chimneys. Walls were originally of salmon-colored brick above a five-foot grey limestone base, and near the roof level were single-paned windows looking out over the canopy of the platform.

The modernization work completely removed the tower and the unnecessary high brick chimneys, reduced the two prominent gables, and got rid of the "gingerbread work" so characteristic of the earlier period.



A simplified floor plan of the C. & NW. Ry. Station at OSHKOSH, WISC. from blueprints furnished by B. R. Kulp, Chief Engineer, C. & NW. Ry.

● American Parcel Checking Lockers are shown in blue.

The Station now has a long, low, solid appearance, more in keeping with today's streamlined trends.

Old-type windows were replaced by new sash throughout,—in some cases by glass block construction, where light rather than vision was the primary object.

All exterior brick and stonework was cleaned. Facebrick, which had been several times painted over was stripped by burning and scraping, followed by a light sand-blast extending down over the limestone. As a preservative, clear waterproofing compound was applied to all masonry surfaces.

The platform canopy was repaired as necessary, cleaned and repainted in light green and black.

OSHKOSH. INTERIOR. Modernizing operations within the Station effected a complete transformation both as to arrangement of management, public facilities and decorative finish.

As originally built the jutting partitions of the old Ticket Office and the Women's Toilet separated the 105' x 20' Waiting Room area into 2 parts, north and south. A narrow 6' aisle connected the 2 sections.

The Ticket Office was completely rebuilt, and the Women's Room relocated at the south end of the building. The new Ticket Office is one of the most distinctive features of the renovated building. The front, facing into the Waiting Room, is an oval open-counter, constructed of 8" square glass blocks in 4 tiers with base and cap of black composition material, and a modern counter top of plastic material with aluminum trim. The counter encloses an ample area approximately 17' x 12'. It is lighted at night by continuous Neon tubes concealed behind the glass blocks.

The original wooden floor was replaced with asphalt tile in herringbone pattern of marbleized blue and grey throughout the general Waiting Room area.

The conventional plaster walls with their old-time matched and beaded wood wainscot of sombre brown were eliminated. In their place, the Waiting Room walls now present a cheerful modern note, with a 40' wainscot of rose-colored wall board rising from a 5" black composition base, and capped with a black wall board strip. Light grey board rises to a 2½" picture mold at window-top level. Chromium finish snap-on moldings hold the wall board.

The ceiling has been covered with ½" insulating board, in 16" x 32" beveled panels. Light blue is the color scheme.

Directly over the Ticket Office area, the ceiling has been dropped between enclosed beams to interrupt the otherwise plain expanse of ceiling.

All doors and windows have been replaced by construction of more up-to-date style: windows by sectional sash with horizontal muntins, or by glass block construction, as with the small windows above the picture mold, which look out over the platform canopy.

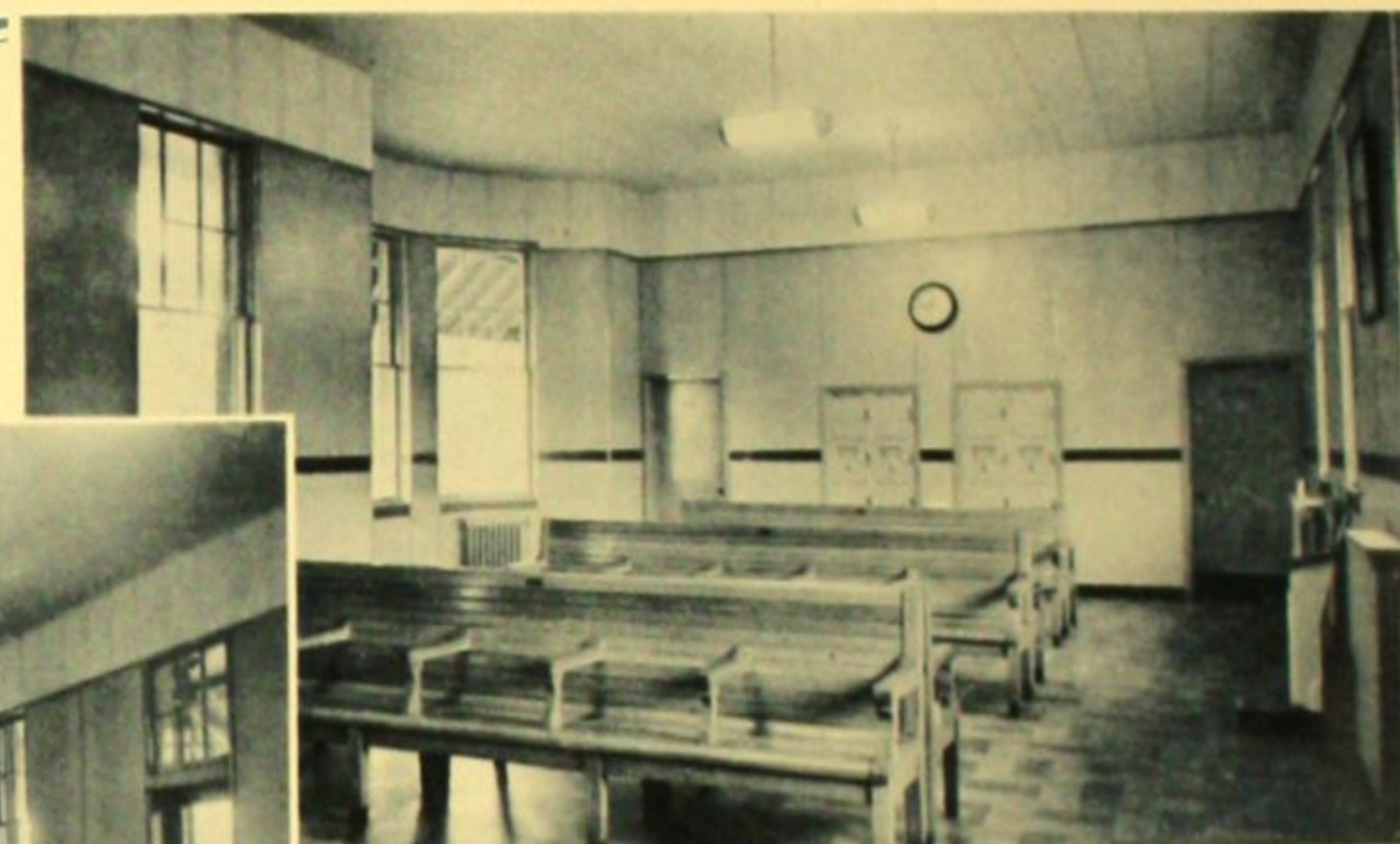
A series of 8 chandelier-type fluorescent lighting fixtures has taken the place of the older bowl fixtures.

In place of the former cane settees of uncertain vintage, refinished solid oak settees of natural color are arranged across the room.

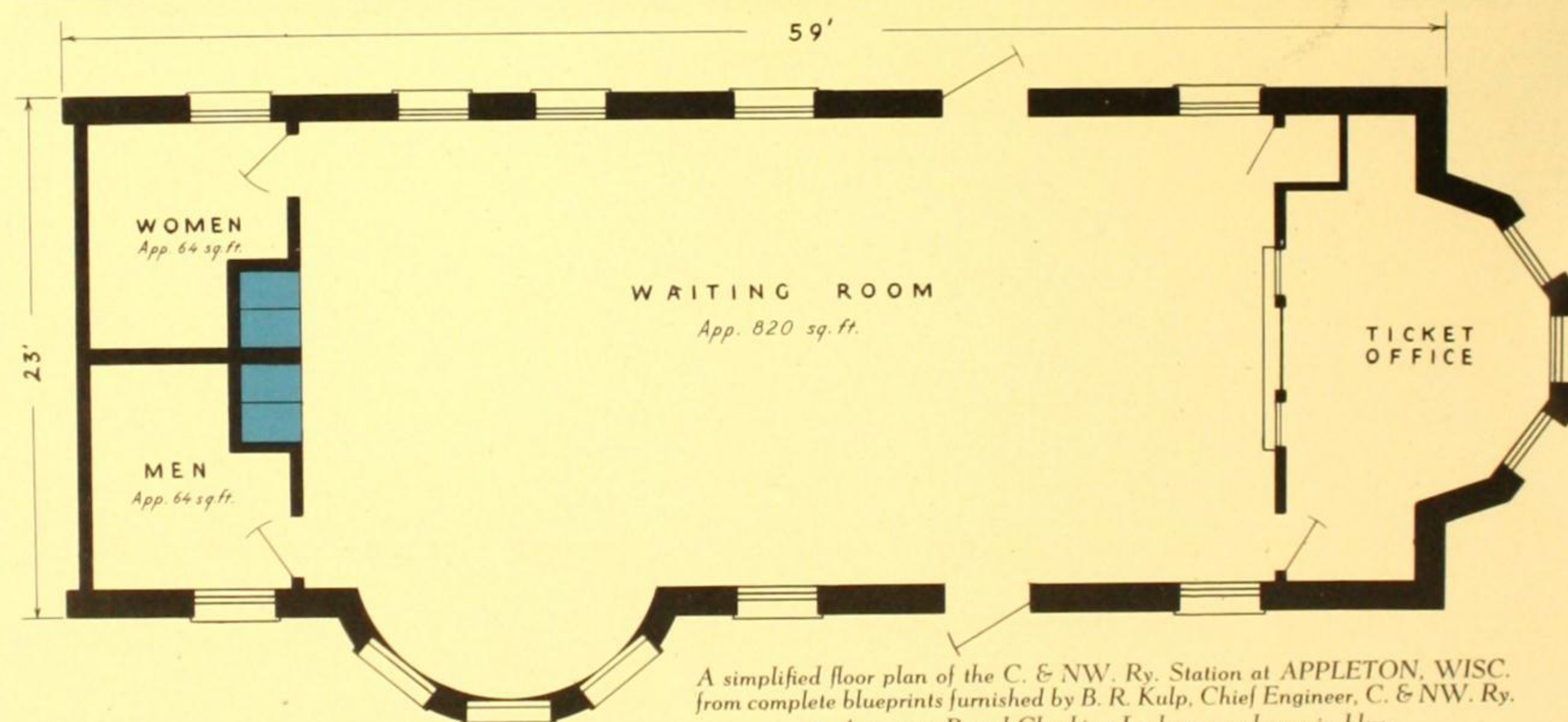
Wall radiators are now enclosed in rose-colored metal covers to harmonize with the wainscot.

On the west or town side, where the Women's Room was formerly located, Telephone Booths flank 2 recessed cabinets of 8 Self-service Parcel Checking Lockers.

Men's and Women's Rest Rooms have been relocated at the south end of the Waiting Room, just north of the Baggage Room.

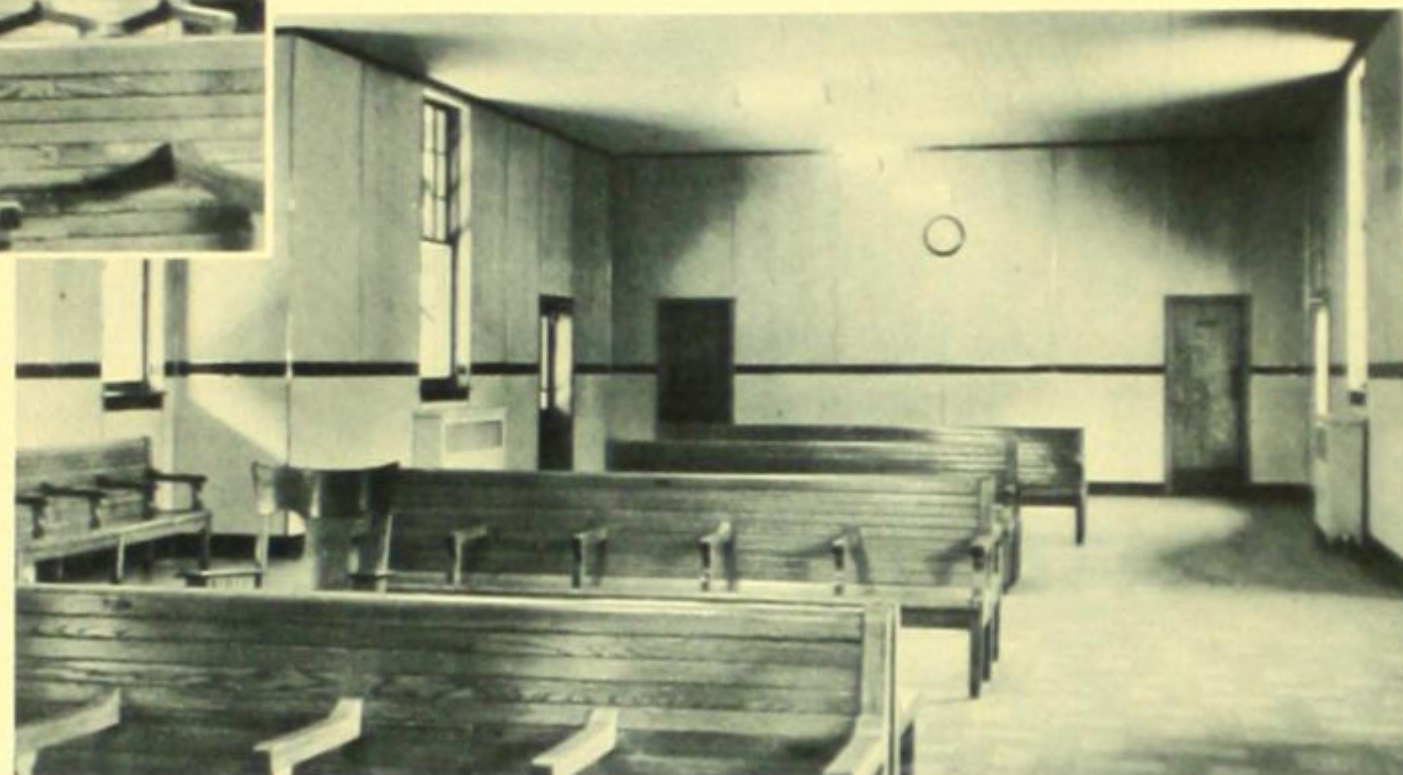
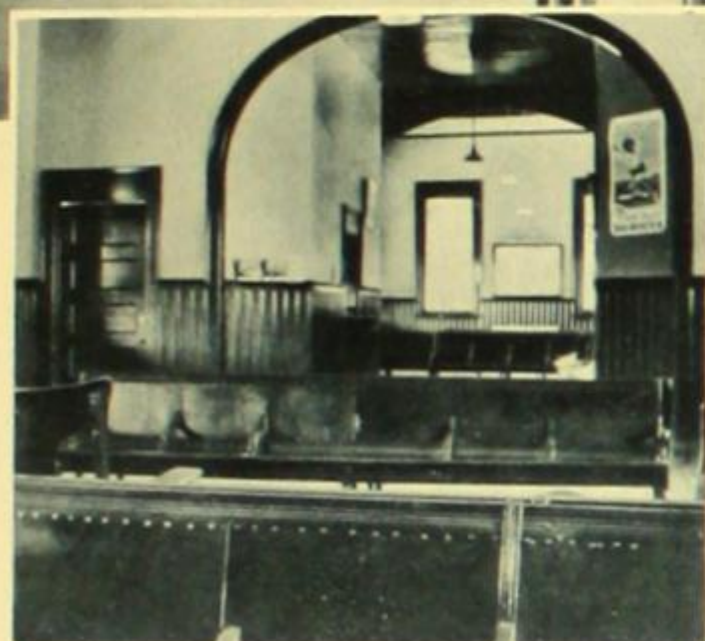
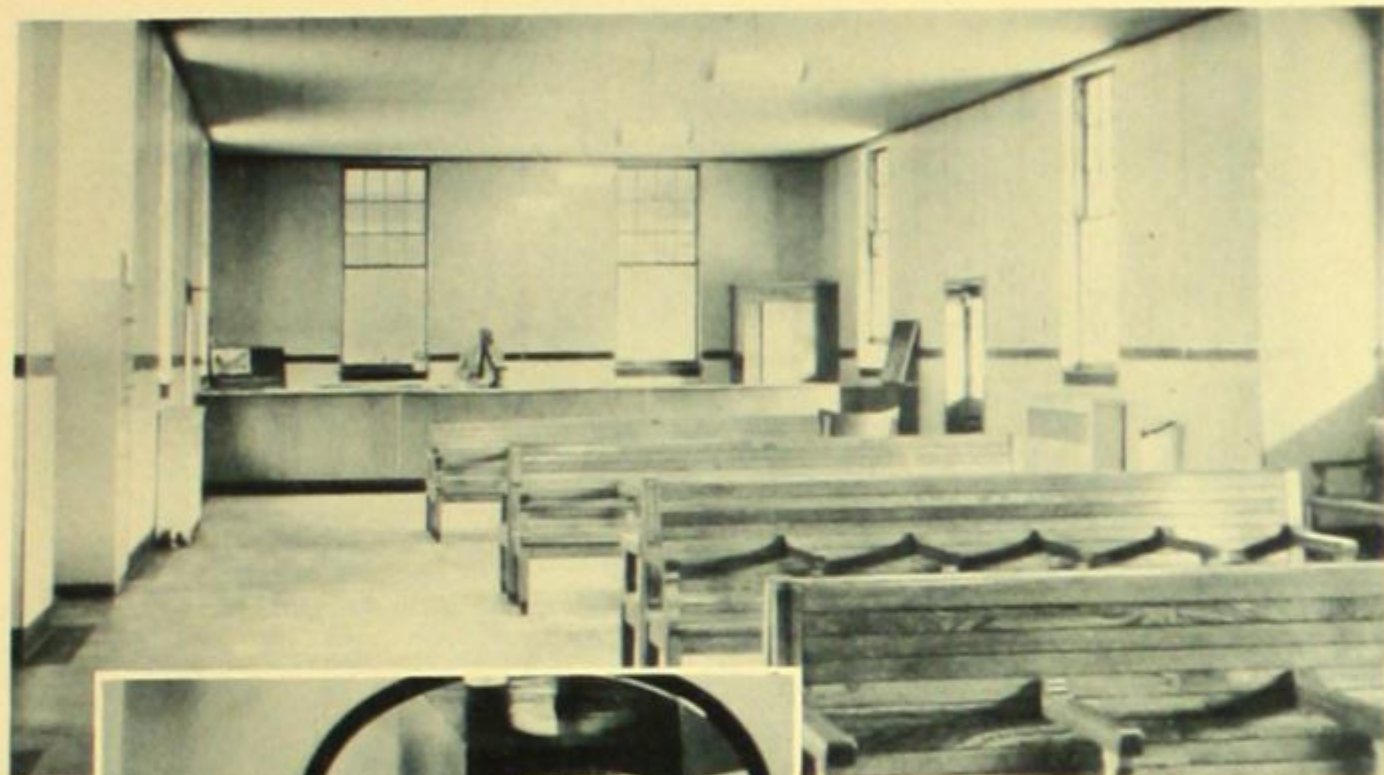


Two Views of the Modernized Interior at APPLETON, WISC.



A simplified floor plan of the C. & NW. Ry. Station at APPLETON, WISC. from complete blueprints furnished by B. R. Kulp, Chief Engineer, C. & NW. Ry.

● American Parcel Checking Lockers are shown in blue.



NEENAH-MENASHA, WISC. . . . The smaller picture (lower left) shows the old depot, the other two views show the Station after modernization.

These rooms abut in a continuous 10' area across the Station. Both rooms have terrazzo tile floors, plastered walls and ceilings in grey tones, latest sanitary fixtures, fluorescent type lighting, and enclosed radiators.

APPLETON. INTERIOR. Earlier attempts to bring this 1889 structure up to more modern style, had resulted in a "chopped-up" layout due in part to the necessity for providing quarters for the Express Agency.

The area devoted to public facilities totalled about 59' x 23', and an awkward share of this space was consumed by the Men's and Women's Rest Rooms.

Again, as at Oshkosh, part of the solution resulted in the relocation of the Rest Rooms, thus opening up the full width of the building for about 42 feet.

The enclosed Ticket Office was given a new front, with facilities for Bulletin Boards, and a broad projecting counter. Above the full width of the Ticket Office, to the ceiling level, a solid panel of glass block construction has been set in, greatly improving daylight illumination from the 3 large exterior windows of the Ticket Office.

Interior decoration and materials used were essentially the same as at the Oshkosh Station. Color scheme differs in that the wainscoting is green-tinted, the walls buff, ceiling rose.

The flooring of asphalt tile presents a herringbone pattern of marbled blue, grey, and tan.

Lighting of the fluorescent type employs 4-tube fixtures.

To the left of the Ticket Office, a Telephone Booth has been placed, while at the opposite end of the Station, 4 modern cabinets containing 16 Self-service Parcel Checking Lockers are recessed.

NEENAH-MENASHA. INTERIOR. Practically all of the renovation was done inside of this brick and stone station built in 1891. In common with the Stations at Oshkosh and Appleton, exterior cleaning of the masonry restored its original appearance, repointing where necessary. The entire job was given a coating of clear waterproofing compound.

Windows and doors were modernized, and exterior wood trim, including the beam-type brackets supporting the broad overhang roof was repainted in a light green tone.

Within, the area of approximately 94' x 28' devoted to public use presented about the same problems as at Oshkosh. With few exceptions, similar remedies and treatments were applied.

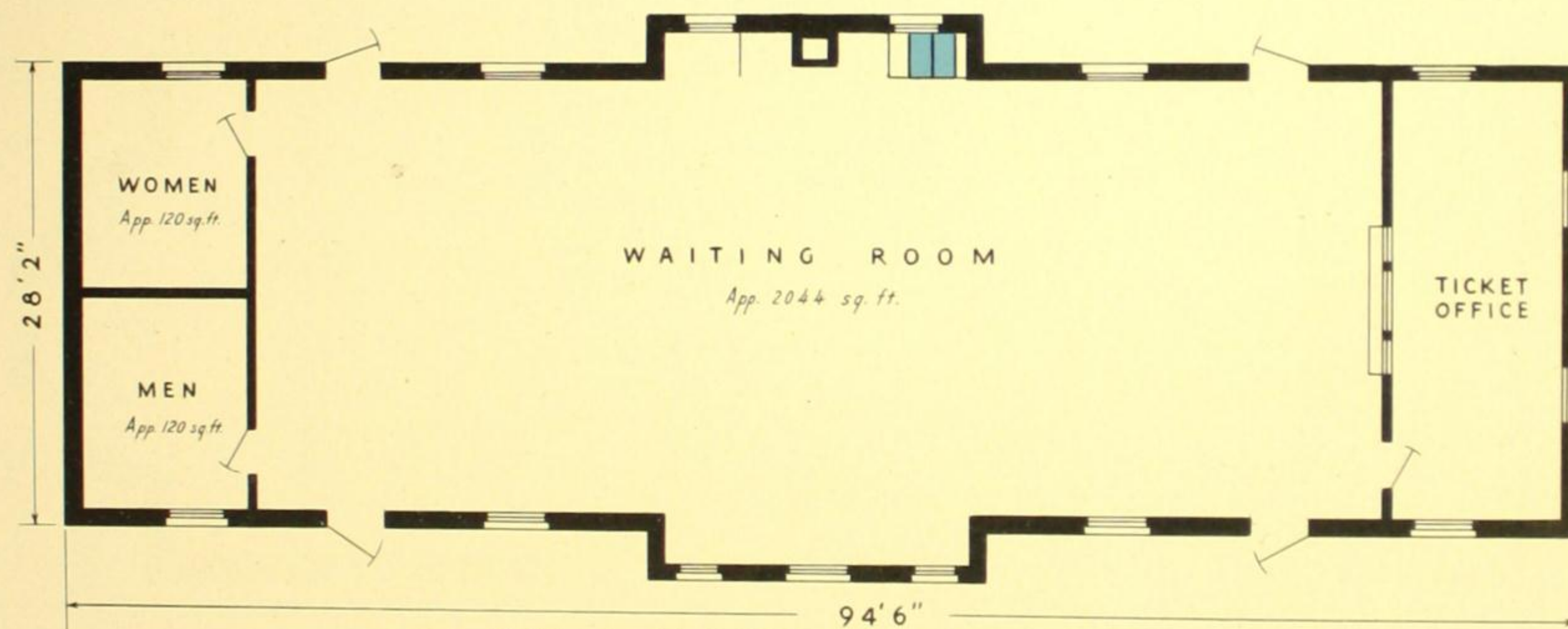
The removal and relocation of the Public Rest Rooms and the Ticket Office resulted in much more space for the road's patrons and a much greater opportunity for supervision of the Station's activities.

Interior finish, both as to material and color scheme, are the same as at Appleton.

Comfortable oak settees, set back to back across the Station offer ample accommodation for rest.

Two cabinets of 8 Self-service Checking Lockers have been recessed on the west wall of the Waiting Room, balancing a similarly placed Telephone Booth between the two entrances to the Waiting Room from the street.

The modernization work executed on these 3 Stations illustrates what can be done in this regard with modern materials and methods and at a moderate cost. Work done at Oshkosh is estimated at approximately \$12,000; at Appleton \$6,000; and at Neenah-Menasha \$9,000.



A simplified floor plan of the C. & NW. Ry., NEENAH-MENASHA Station from blueprints furnished by B. R. Kulp, Chief Engineer, C. & NW Ry.

● American Parcel Checking Lockers are shown in blue.

RENOVATED STATION C. M. St. P. & P. RAILROAD Madison, Wisconsin

S EAT of Dane County in south central Wisconsin, Madison is an industrial, agricultural, educational, and insurance center, as well as a vacation resort. Federal census in 1940 placed its population at 67,447. A local estimate gives its trading area at present as approximately 315,000, embracing several smaller nearby communities. Since 1940 retail sales have increased 12% over the 1939 volume of \$44,329,000.

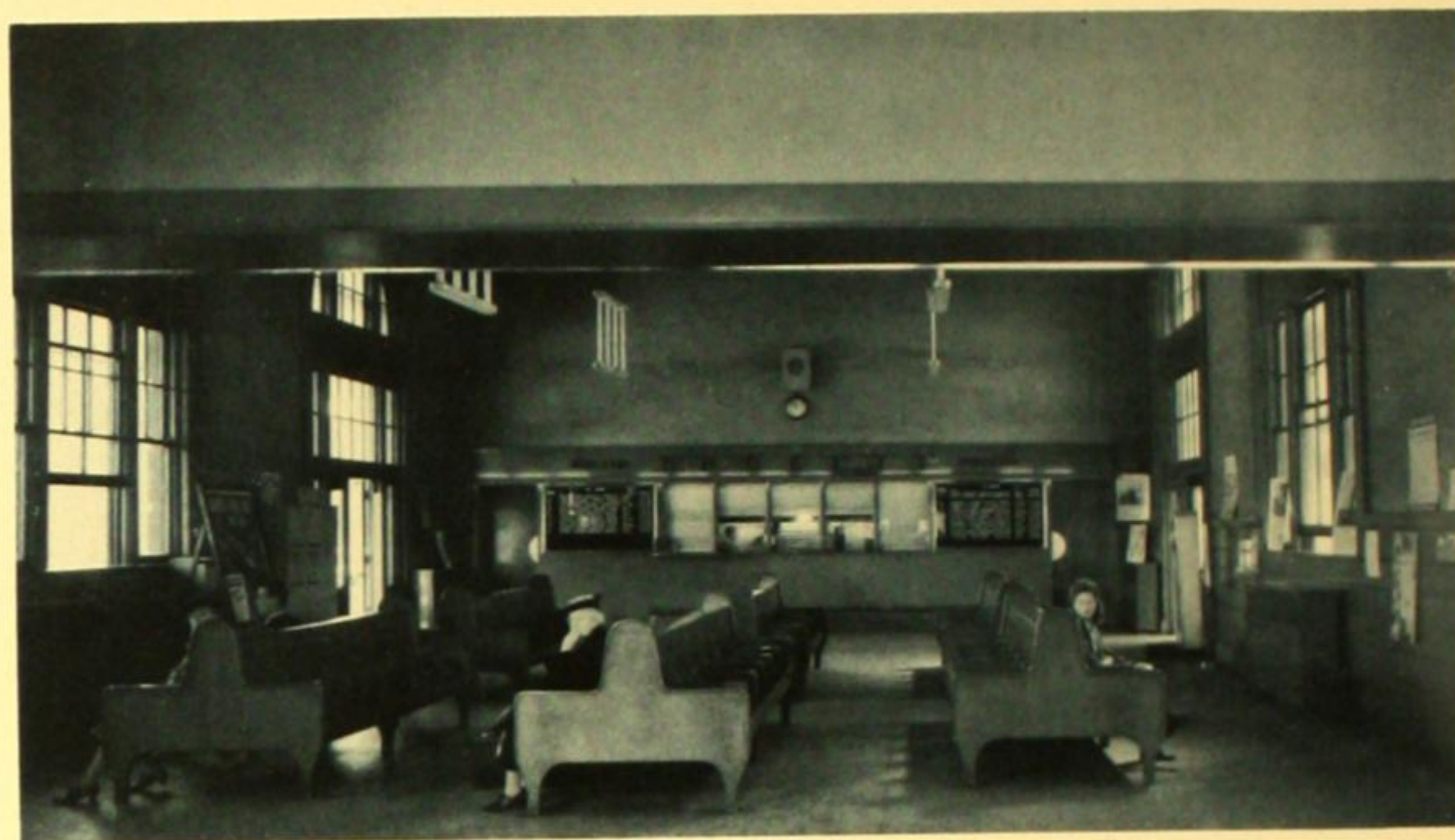
The city is but 83 miles west of Milwaukee and 148 miles northwest of Chicago, and is a principal stop for the Chicago, Milwaukee, St. Paul & Pacific; the Chicago North Western; and the Illinois Central Railroad, as well as being a focal point for six federal highways and three state roads. Northwest Airways also have a port of call at Madison.

The University of Wisconsin, one of the nation's finest, is an outstanding monu-

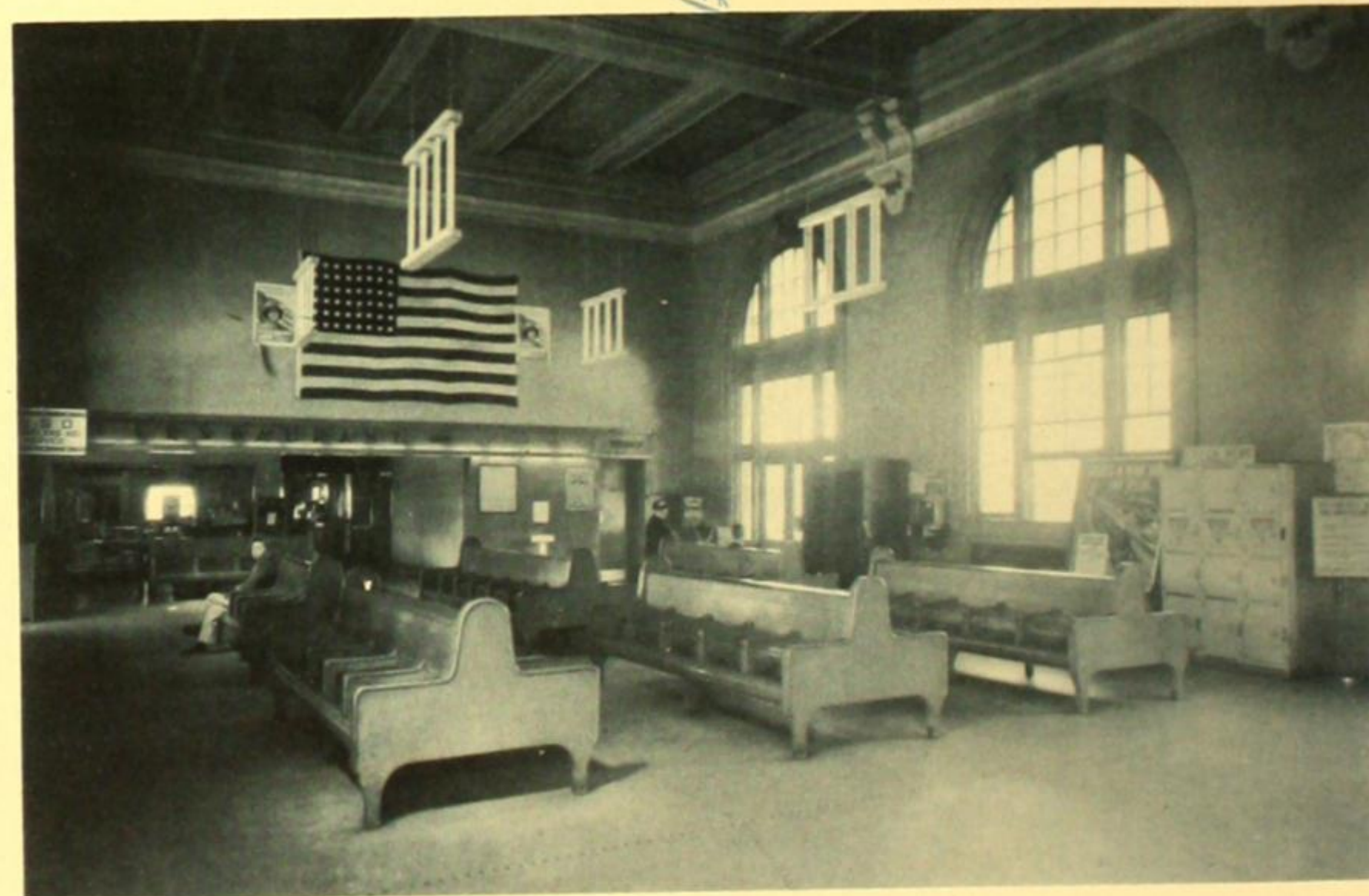
ment to the cultural life of Madison.

The Milwaukee Road's station here was one of the first to feel the effects of that road's campaign to dress up its passenger stations to a level comparable with its passenger train service. Nowhere, it was reported in one trade journal, did this renovation program on this system — done in 1940-41 — produce better results than at Madison, for "The passenger station has undergone such a complete overhauling that all of the interior and part of the exterior bears only a slight resemblance to its former self." It thus brought the Madison terminal back to its rightful position in railroading, a building to encourage civic pride in its community, and by its beauty and convenience it derived a direct advertising value for the railroad.

The following page describes generally the far-reaching changes which were made and the improvements put into effect.



*Two Views of the
Remodeled Waiting Room*



RENOVATED STATION OF THE C. M. St. P. & P. RAILROAD

MADISON, WISCONSIN Population 67,447

Consultant: OTTO KUHNER, Consulting Engineer, N. Y.

Architect: A. O. LAGERSTROM, C. M. St. P. & P.

Supervision: W. H. PENFIELD, Chief Engineer, C. M. St. P. & P.

Services: Chicago, Milwaukee, St. Paul & Pacific R. R.

To any traveler who has not seen the Milwaukee's Passenger Station at Madison recently, the appearance of the present structure would come as a pleasant surprise, for so much has been done to alter its aspect, both within and without, by utilizing modern methods and materials, that it bears little resemblance to the rather unattractive "depot" which had so long served this busy community.

Structural Details and Facilities

EXTERIOR. The building is 142' in length and 36' in depth, and gives the appearance of a two-story structure, although the high-ceilinged Waiting Room actually utilizes the full height.

The former windows, set within stone arches, on both the track, or south side, and on the town, or north side, of the building were cut down to floor level, retaining the upper portion of the window construction, and installing modern type doors, thus affording two wide entrances and exits on both sides of the station.

New concrete steps, topped with a carborundum surface, were set in place at each such entrance.

The passenger platform has been extended westward from the Baggage Room, housed in an adjacent building, along the right of way, to the Express Building about 150 ft. beyond, and is covered by a continuation of the existent canopy over the old platform, thus providing an unusually long sheltered walk between buildings.

At the east end of the building, which faces onto West Washington Avenue, and which formerly had entrance doors and a vestibule, these features have been removed and the space built in with modern windows and masonry in harmony with the exterior of the station. The former canopy has been removed.

On the town, or north side, of the building, where the windows have been cut down to floor level and new doors installed, new steps of concrete with carborundum surface lead down to the vehicular loading platform. A new steel marquee, 7' wide and 68' long, affords shelter to occupants of the platform.

INTERIOR. The Ticket Office and Agent's Office occupy the east end of the building where the Rest Rooms were formerly located. The Ticket Office is of modern construction with 5 partitions for the attendants, flanked by bulletin boards giving information about the trains. The ticket windows may be closed by vertically rolling metallic curtains. Above the Ticket Office, large cut-out letters spell the word "Tickets" and are illuminated by a fluorescent strip hidden in a cove beneath. Space for this office and that of the agent was

gained by the removal of the former east vestibule and entrance doors, previously mentioned.

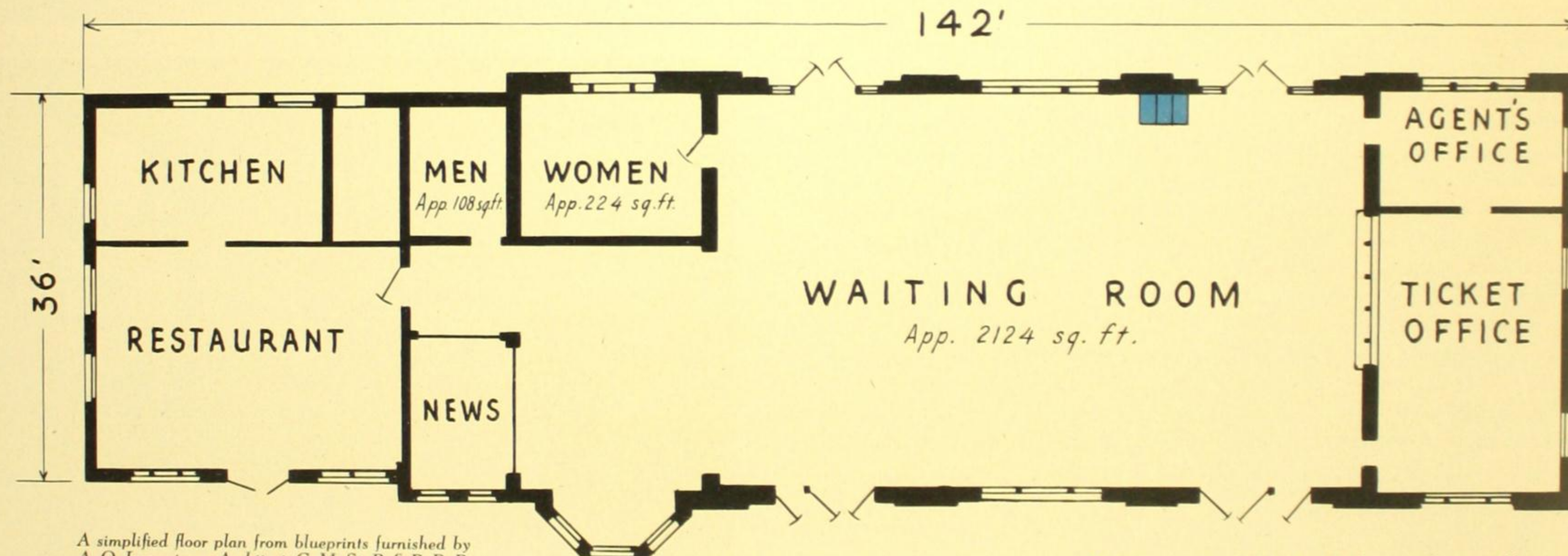
The Waiting Room is a wide and spacious area, with terrazzo floor, and many comfortable modern settees finished in gray-green, in harmony with the general color scheme, and a great improvement over the old-type benches. Walls of the Waiting Room are unadorned plaster, but the vast expanses of the sides are broken by the glass filled arches of the windows and upper portions of the entrance doors. The ceiling is of coffered beam construction. Fluorescent light fixtures are of chandelier type.

West of the Waiting Room is a smaller annex where the Ticket Office was originally located. The Men's and Women's Rest Rooms are here also. Through the annex to the west is the Restaurant, tastefully decorated and modernly furnished. It has a capacity of about 40, who may be seated either at a counter or at tables for 2 or 4. A news stand occupies the southwest corner of the Waiting Room Annex.

Three cabinets of 12 Parcel Checking Lockers are conveniently located in the Waiting Room for the use of patrons.

The walls, ceilings, and wood panelling of the station have been redecorated throughout the building, in light tones.

The Milwaukee Road has here executed a masterful and sweeping modernization project, converting a typical, unattractive "depot" into one of inviting beauty and functional usefulness.



A simplified floor plan from blueprints furnished by A. O. Lagerstrom, Architect, C. M. St. P. & P. R. R.

● American Parcel Checking Lockers are shown in blue.

PENNSYLVANIA STATION

New York, N. Y.

PENNSYLVANIA Station, New York, the gateway to the South and West for New York and the New England States, today is one of the busiest and most important railroad passenger terminals in the world. In 1944 this great terminal, occupying two city blocks in the heart of Manhattan, served 108,000,000 train passengers, an increase of 9,000,000 over record-breaking 1943. More than 900 trains enter and leave the station daily.

The opening of Pennsylvania Station created a transportation hub in the center of Manhattan Island, providing the metropolis today with direct, through train service over lines leaving New York like the spokes of a wheel — to Washington and points in the South as far as Miami and New Orleans; to Philadelphia, Baltimore, Norfolk, Pittsburgh, Cincinnati, Louisville, St. Louis, Chicago, Detroit, Cleveland, Montreal, Boston, and all points on Long Island.

Not only has Pennsylvania Station gained a nationwide reputation because of the tremendous amount of traffic which is handled there but also for the passenger comfort features and modern

conveniences that have always been a part of its operation. Opened on September 8, 1910, the Station occupies eight acres and extends from 31st to 33d Streets and from Seventh to Eighth Avenues.

Built after the Roman Doric style of architecture, the Station has three levels: train platform, exit concourse and main concourse. There are twenty-one tracks

in the station and these are located forty feet below the street level.

Statistics can say a great deal for a station but actually it is the station's record of service that determines its reputation. Ever since its opening, Pennsylvania Station has served with distinction and efficiency the millions of passengers who have passed through its portals.

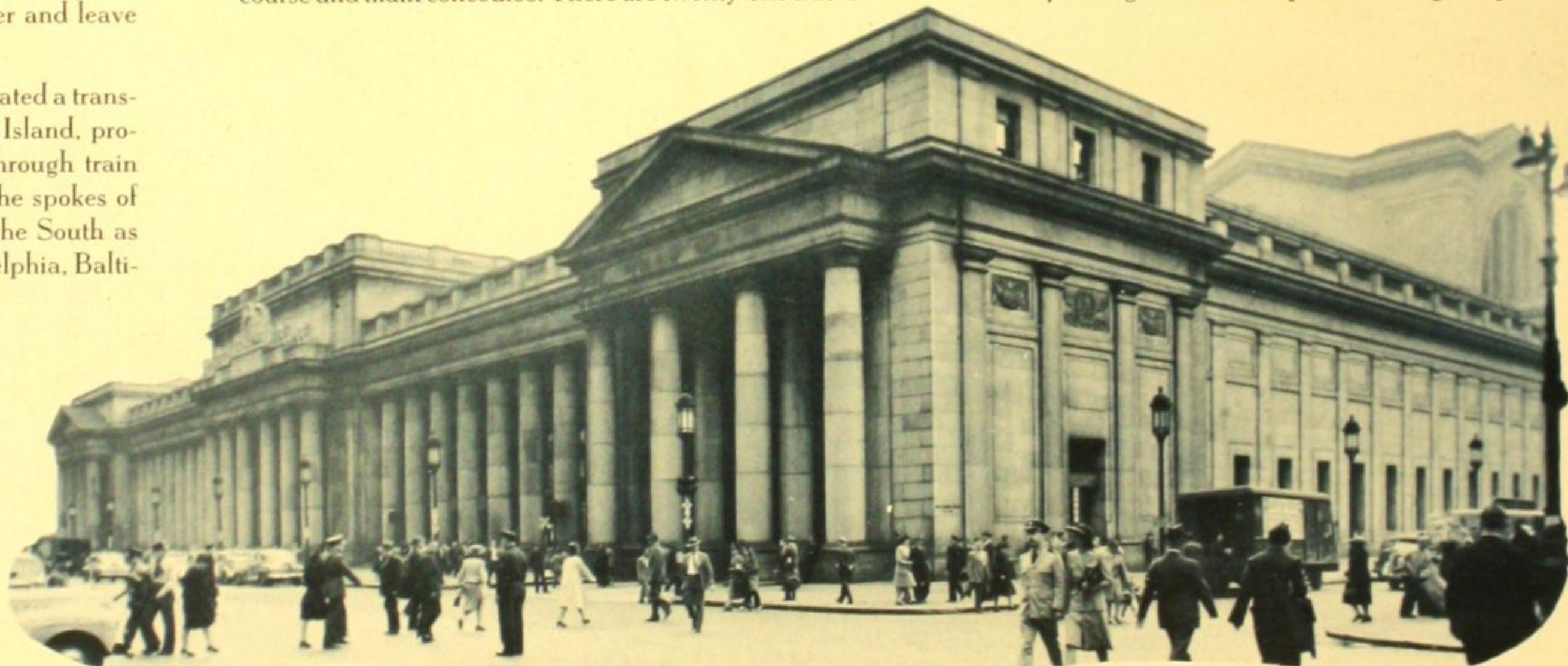


PHOTO BY A. F. SOZIO, NEW YORK



The Main Waiting Room and the Train Concourse



PENNSYLVANIA STATION

NEW YORK, N. Y.

Population 7,454,995

Architects: McKIM, MEAD AND WHITE.

Services: Pennsylvania Railroad, Long Island Rail Road, New York, New Haven and Hartford Railroad, and the Lehigh Valley Railroad.

Structural Details and Facilities

Supporting the station building are 650 great columns, some of which bear a weight totalling as much as 1,658 tons. The construction of the interior and exterior walls of the station required the use of 550,000 cubic feet of granite. The amount of steel used ran as high as 27,000 tons. The staggering number of 15,000,000 bricks was used with their total weight exceeding 48,000 tons. The first stone of the masonry work was laid June 15, 1908, and the stone work was completed on July 31, 1909.

Main Waiting Room

The dignified design of the main Waiting Room, fully adapted to modern ideas, was suggested by the great halls and basilicas of Rome, notably the baths of Caracalla, Titus and Diocletian. This

main Waiting Room adjoins the huge open train concourse. The walls of the Waiting Room are 108' wide and 105' high. This room extends from 31st to 33rd Streets as does the train concourse.

Located within the main Waiting Room are the ticket offices, information booths, special ticket offices for service men and women, baggage checking windows, telephone, telegraph offices, travel bureau, news stands and nursery.

The west walls of the Waiting Room have an elaborate panoramic display. This display consists of six 35' murals of a soldier, sailor, and marine on one side of the arcade leading to the train concourse, and an engineer, conductor and Red Cap porter on the opposite side. Suspended over the arcade between the Waiting Room and the train concourse is a 65' American flag made of fluorescent material.

Facilities for the convenience of men and women in the armed

forces of the United States and the Allied nations are provided in the spacious USO lounge which is operated by the Travelers Aid Society on the exit concourse. Since the opening of the lounge on March 21, 1942, approximately 5,000,000 service men and women have enjoyed its facilities.

The Long Island concourse of the station has undergone extensive improvements. The walls in this area are of structural glass. They are ivory-colored, except at the base which is of wine color. The trim is gold bronze satin finish and includes the light troughs and cut-out letters.

The terrazzo floor in the exit concourse is made with red and white marble chips. The doors in this concourse are of composition glass with bronze fittings and the restaurant bar and restaurant fronts are

a combination of clear glass with composition glass at the top and bottom.

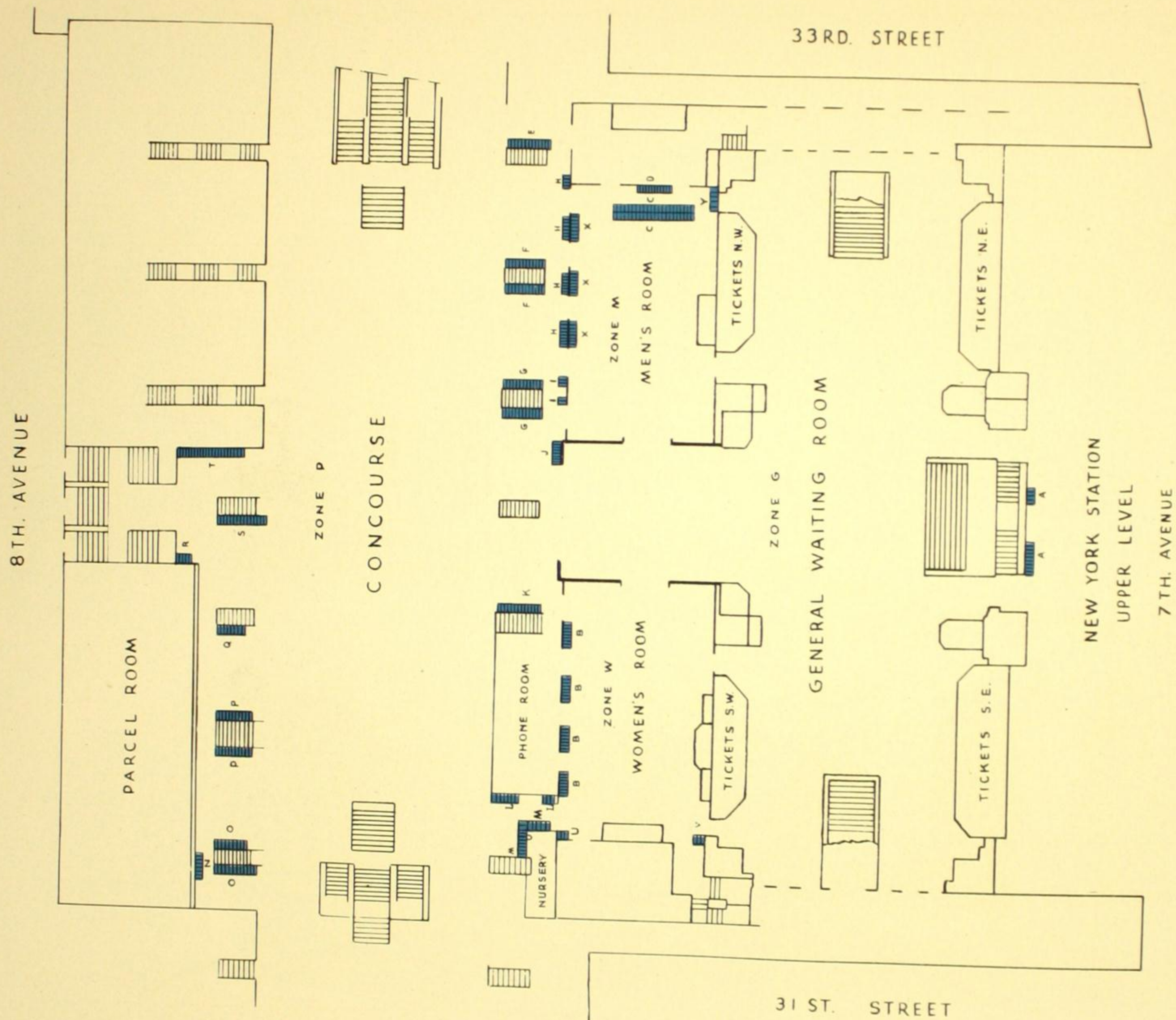
Self-service Parcel Checking Lockers are located throughout the entire station for the convenience of passengers. On the upper level there are 1,496 Self-service Parcel Checking Lockers dispersed throughout the level near such convenient locations as the phone room, parcel room, and in the concourse, women's room, men's room and general Waiting Room.

In various sections of the lower level there are 944 Parcel Checking Lockers. They are situated in both concourses of the Long Island Rail Road and in all the Waiting Rooms. Six of the Parcel Checking Lockers are for golf bags. The placing of all lockers has been carefully checked to make sure they are along the lines of heaviest traffic and so of greatest convenience to the traveler.



The Long Island Rail Road Ticket Windows

PHOTO BY A. F. SOZIO, NEW YORK

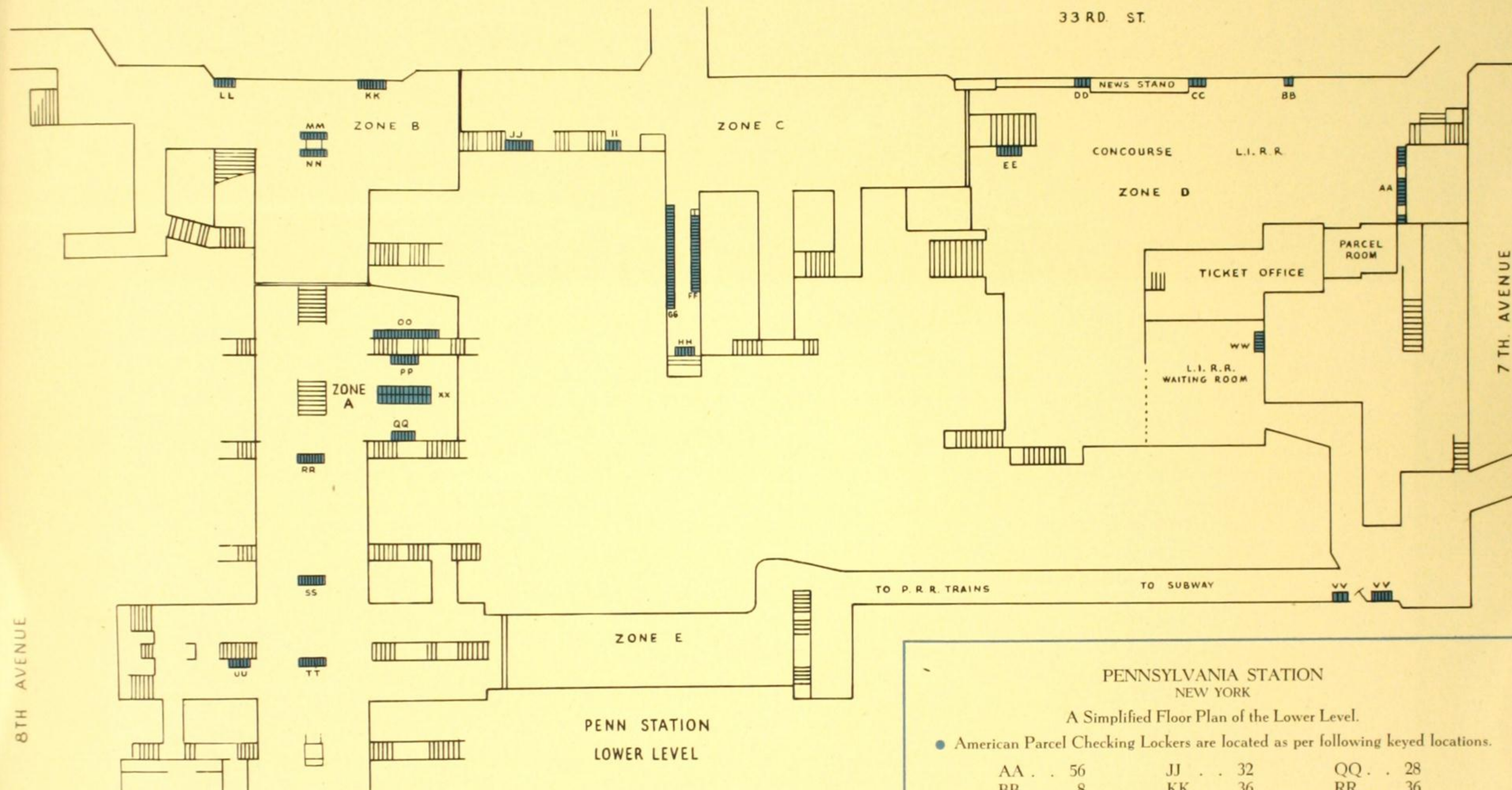


PENNSYLVANIA STATION NEW YORK

A Simplified Floor Plan of the
Upper Level.

● American Parcel Checking Lockers are
located as per following keyed locations.

A . . . 52	M . . . 60
B . . . 128	N . . . 28
C . . . 176	O . . . 84
D . . . 48	P . . . 88
E . . . 52	Q . . . 32
F . . . 96	R . . . 20
G . . . 96	S . . . 60
H . . . 104	T . . . 88
I . . . 20	U . . . 12
J . . . 32	V . . . 12
K . . . 52	X . . . 96
L . . . 44	Y . . . 16



PENN STATION
LOWER LEVEL

PENNSYLVANIA STATION NEW YORK

A Simplified Floor Plan of the Lower Level.

● American Parcel Checking Lockers are located as per following keyed locations.

AA . . 56	JJ . . 32	QQ . . 28
BB . . 8	KK . . 36	RR . . 36
CC . . 16	LL . . 24	SS . . 36
DD . . 16	MM . . 32	TT . . 36
EE . . 28	NN . . 32	UU . . 12†
FF, GG 212†	OO . . 76	VV . . 36
HH . . 24	PP . . 32	WW . . 24
II . . 16		XX . . 96

†Includes 4 Golf Lockers

INDEX — PART I

RAILROAD TERMINALS and STATIONS

City	Page	City	Page	City	Page
Alexandria, La.	20	Kirkwood, Mo.	48	Oshkosh, Wisc.	75
(Missouri Pacific Station)		(Missouri Pacific Station)		(Chicago & North Western Station)	
Appleton, Wisc.	75	La Crosse, Wisc.	64	Palo Alto, Calif.	69
(Chicago & North Western Station)		(C. B. & Q. Station)		(Southern Pacific Station)	
Austin, Minn.	31	Los Angeles, Calif.	41	Philadelphia, Pa.	51
(C. M. St. P. & P. Station)		(Union Passenger Terminal)		(Pennsylvania Station)	
Bath, Me.	18	Madison, Wisc.	79	Pittsburgh, Pa.	66
(Maine Central Rail and Bus Station)		(C. M. St. P. & P. Station)		(Pennsylvania Station)	
Boston, Mass.	33	Milwaukee, Wisc.	25	Rochester, Minn.	62
(South Station)		(C. M. St. P. & P. Station)		(Chicago & North Western Station)	
Burlington, Ia.	15	(Chicago & North Western Station)		St. Louis, Mo.	5
(C. B. & Q. Rail and Bus Station)		Minneapolis, Minn.	57	(Union Station)	
Des Moines, Ia.	22	(Great Northern Station)		Salida, Colo.	38
(Rock Island Station)		(C. M. St. P. & P. Union Station)		(D. & R. G. W. Rail and Bus Station)	
Dubuque, Ia.	36	Neenah-Menasha, Wisc.	75	Washington, D. C.	71
(C. M. St. P. & P. Station)		(Chicago & North Western Station)		(Union Station)	
Eau Claire, Wisc.	49	New York, N. Y.	81	Wichita, Kans.	13
(C. St. P. M. & O. Station)		(Pennsylvania Station)		(Missouri Pacific Station)	

"The Key is Your Check"

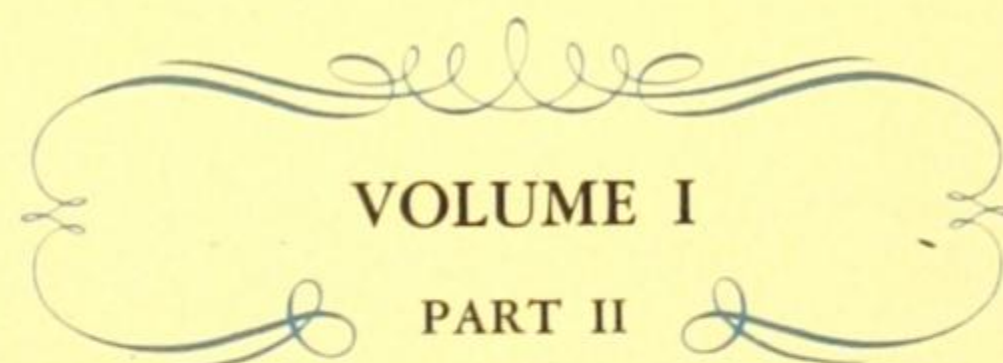
PHOT

RAILROAD and BUS

TERMINAL and STATION LAYOUT

By

The American Locker Company, Inc.



VOLUME I

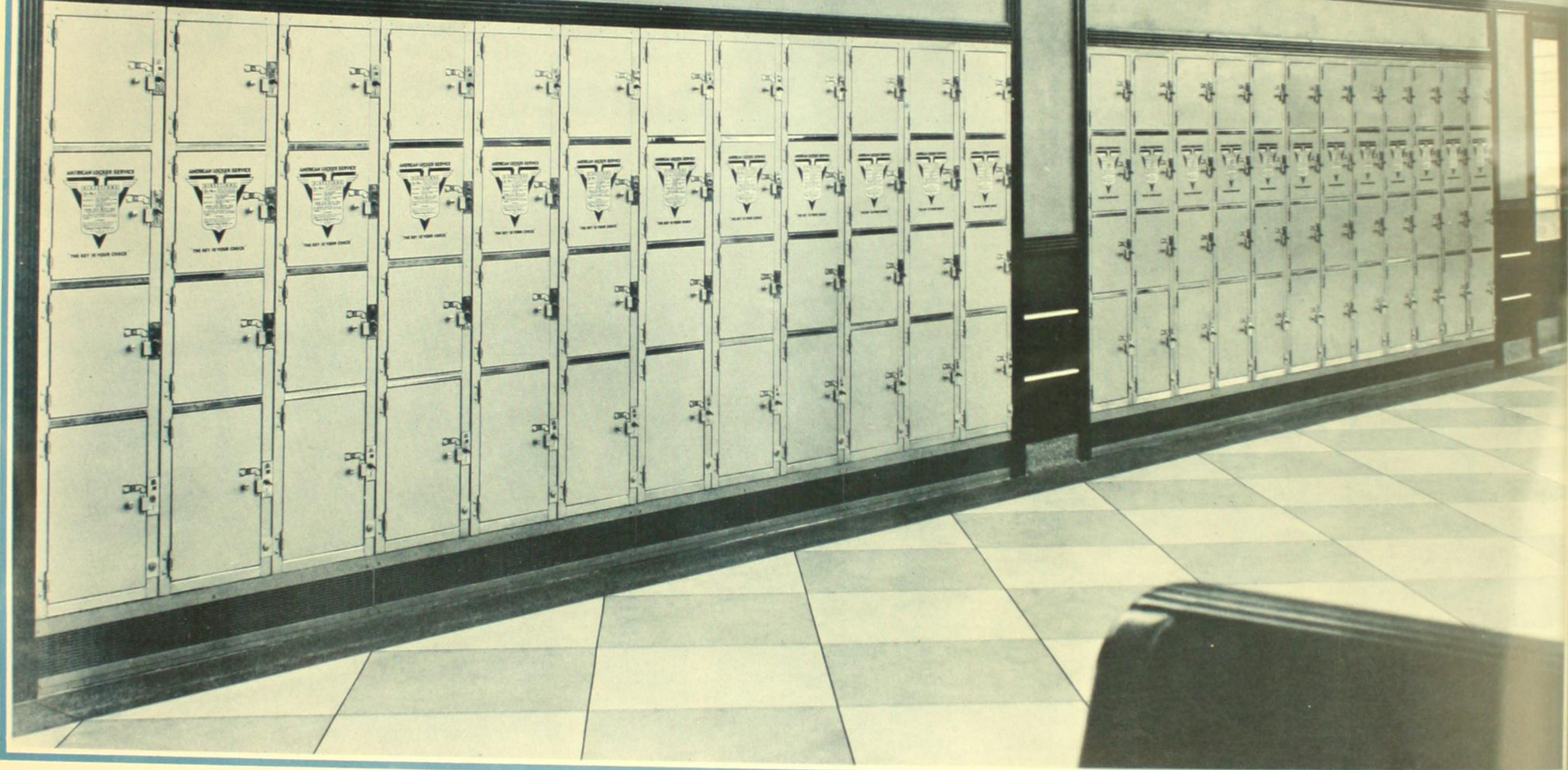
PART II

BUS TERMINALS, STATIONS AND DEPOTS

PHOTOGRAPHS • DESCRIPTIONS • FLOOR PLANS • MATERIALS • EQUIPMENT

CHECK HERE

CHECK HERE



GREYHOUND TERMINAL OF WASHINGTON

Washington, D. C.

WASHINGTON, D. C. — capital of the United States, — formerly, the vacation spot of millions of tourists and one of the richest and most beautiful cities in the Western Hemisphere, — has become the nerve center of a world at war.

Yet Washington is more than the vortex of government and military activities. As an industrial locale it draws hundreds of thousands of workers, both skilled and unskilled, to its industries. Printing, paper-making, textile products, iron and steel, forest products, leather, chemical and allied products are but a few of the principal industries located within its boundaries.

Because Washington occupies this dominant spot, both politically and materially, the matter of transportation has become a serious problem. Every bus line, every railroad, every airline is taxed to its fullest capacity. Operating on a pressing schedule that demands an almost impossible use — yet always successful use — of every vehicle and operative, the Greyhound Line has proved itself capable of rendering the nation a highly meritorious service. Particularly of note is the foresight of Greyhound men who predicted the need for increased facilities long before the war.

Their contribution was the Super Greyhound Terminal, the "Grand Central" of the bus world. Its construction confirms the faith of every Greyhound patron. In every respect this terminal is in complete harmony with the interests of those thousands of travelers who daily pass through it.

Representing an investment in land and buildings of nearly \$1,000,000, this great travel center is a land-

mark in the construction and operation of bus terminals. It underlines the answer to the trend in the growth and expansion of bus lines throughout the nation.

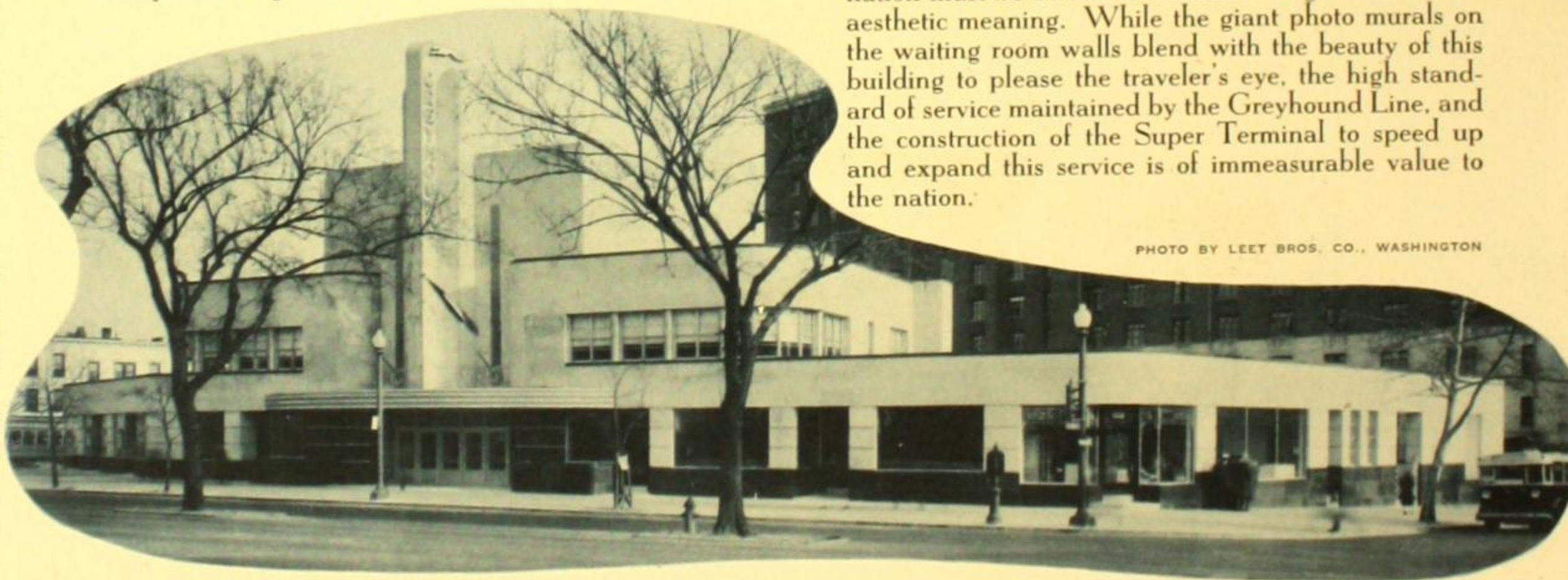
The Washington Super Terminal is constructed of Indiana limestone. It is fire-proof, air-conditioned, and incorporates every modern facility compatible with the need for proper efficiency and a satisfied customer. Comfortable benches with seating accommodations for several hundred persons are provided in the main waiting room. Eight ticket windows that occupy nearly half of one side of the Waiting Room permit smoothly functioning service. The ground floor furnishes Parcel Checking Locker facilities, telephone booths, an information desk, a telegraph office, restaurant, and the Travel Bureau of Highway Tours, Inc. The restaurant occupies a large area in one corner of the building.

From the Waiting Room to the loading and unloading dock there is a direct passage. Passengers may load or unload here under cover on any one of thirteen buses. There is additional room for parking another twenty buses, all within property owned by the terminal company. For people in need of immediate local transportation a taxicab stand is also provided. Modern Rest Rooms for Men and Women may be found in the basement.

On the second floor of the building are the executive offices of the regional manager and his staff; the executive offices of the Washington branch of Greyhound; the telephone switchboard and telephone information operators; and the traffic and accounting departments.

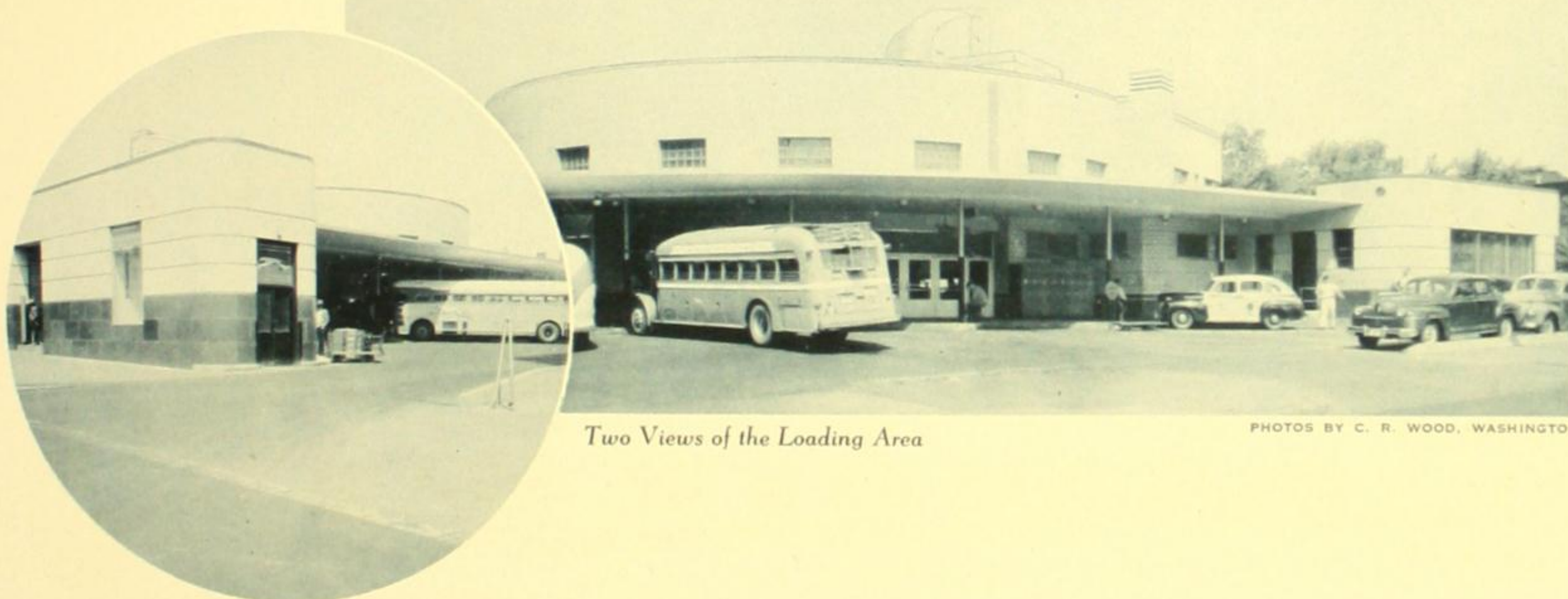
The value of the Washington Super Terminal to the nation must be measured in terms far greater than its aesthetic meaning. While the giant photo murals on the waiting room walls blend with the beauty of this building to please the traveler's eye, the high standard of service maintained by the Greyhound Line, and the construction of the Super Terminal to speed up and expand this service is of immeasurable value to the nation.

PHOTO BY LEET BROS. CO., WASHINGTON





The Modern Waiting Room



Two Views of the Loading Area

PHOTOS BY C. R. WOOD, WASHINGTON

GREYHOUND TERMINAL OF WASHINGTON

WASHINGTON, D. C.

Population 663,091

Architects: WISCHMEYER, ARRASMITH, AND ELSWICK, Louisville, Ky.

Associate Architect: FRANCIS P. SULLIVAN, A.I.A., Washington, D. C.

Services: Atlantic Greyhound Lines, Blue Ridge Lines, Capitol Greyhound Lines, Eastern Trails, Inc., Pennsylvania Greyhound Lines, Richmond Greyhound Lines.

Structural Details and Facilities

The building is an island type unit. Its entire structural system, including walls, foundations, floors, beams, concourse platform, and bus driveway, is of reinforced concrete design. The only structural steel used is for the round columns which support the concrete canopy roof over the loading platform. The slab is 27' wide, approximately 200' long and 4' thick at the back and front. The columns are set at some 15' from the building, leaving an overhang, or cantilever, of about 12'.

EXTERIOR. The front of the building is faced with Indiana limestone trimmed in black terra cotta. An aluminum marquee is over the main entrance, while the sides and top of the doorway have glass blocks edged with black stones and aluminum moulds. A black stone base runs along the first floor.

The central tower with a large clock rises 157'7/4" in height. Two parallel columns of glass blocks and aluminum casement sashes with cast aluminum sills at the base are on the tower.

Second floor wings on either side of the tower have aluminum window-sashes with black stone sills. The top of the roof on these wings has black stone coping. There is a chimney on either end of face brick with copper louver vents on the chimney cap.

The Eleventh Street side of the building has a base of black stone, sections of dark brick, colored brick, and face brick.

The rear walls are faced with stone gray, glazed brick trimmed with black brick.

Driveway is of concrete.

Platform is saw-toothed, with a cement floor for the concourse divided into 24" x 24" blocks.

INTERIOR. Most attractive of all is the Waiting Room occupying approximately 3300 square feet. Its ceiling is of acoustical plaster and the walls are of colored plaster. Terrazzo floors prevail in the

Waiting Room and throughout the main portion of the building. The ceiling of this room is of the suspended type.

The walls of the Waiting Room are finished in walnut as are the benches. Trim is burnished copper. Lights play directly on huge photo murals showing 24 of the outstanding scenic spots in the United States. Glass blocks are placed between the photo mural panels. Flexwood is below the murals with the grain running horizontally. The dome-shaped ceiling of the Waiting Room is finished in coral, buff, green and tan, and burnished copper is used to enhance the appearance.

An interesting feature is the final seating solution of the terminal. When the Greyhound Line started building new terminals they included leather-covered seats, so comfortable that they soon attracted loafers. After careful study Greyhound then devised wooden benches with arm rests which served to discourage loafing.

Centrally located at the entrance to this spacious room is the information booth, while the Ticket Office is at the opposite end. This office of 550 square feet has plate glass panels. The counter top is of laminated wood. Above and to the left is the loud speaker, while directly above is an electric clock.

Ample Parcel Checking Lockers are provided on either side of the ticket window, near all bus entrances and exits. The total number of Cabinets provides 256 checking compartments.

The wainscots are made of laminated wood and trimmed with copper bands.

Heating system is of the forced-air type, supplemented with direct radiation. The building is thoroughly air-conditioned with full automatic control.

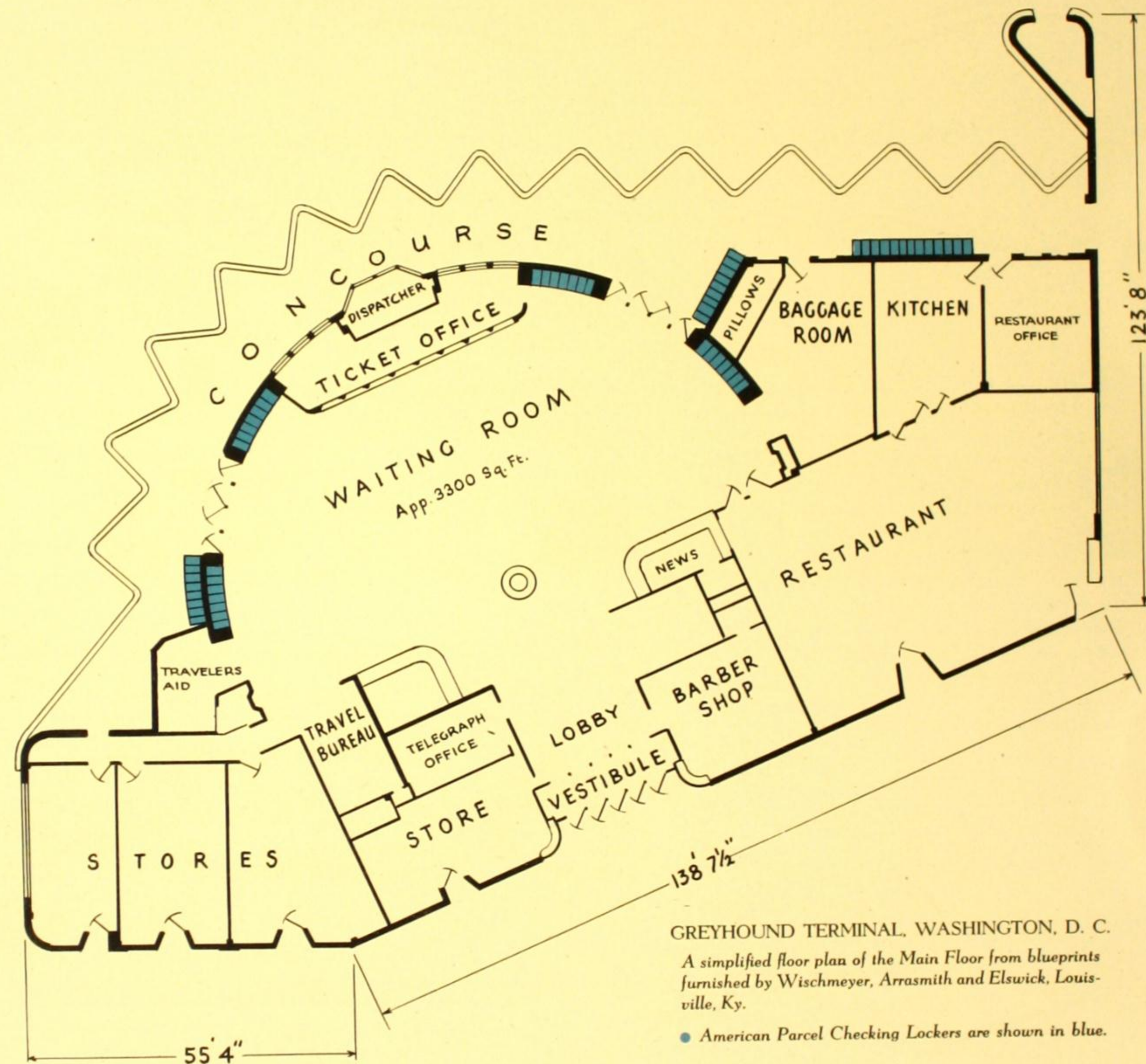
One corner of the building has a 2200-square-foot Restaurant seating 34 persons at the counter.

Stores at another corner of the building have partitions set on top of terrazzo floors.

Lower lobby has lounge and Rest Rooms for Men and Women. This floor also carries the bus drivers' lounge and locker room, the porters' locker room, a baggage and freight room, two huge store rooms, and the heating system.

The second floor of the building contains executive offices and the telephone switchboard.

This Super Terminal is one of the most outstanding examples in motor transport progress the world has yet witnessed. It marked the opening of a new era in the design, construction, and function of Bus Terminals in America.



GREYHOUND TERMINAL, WASHINGTON, D. C.

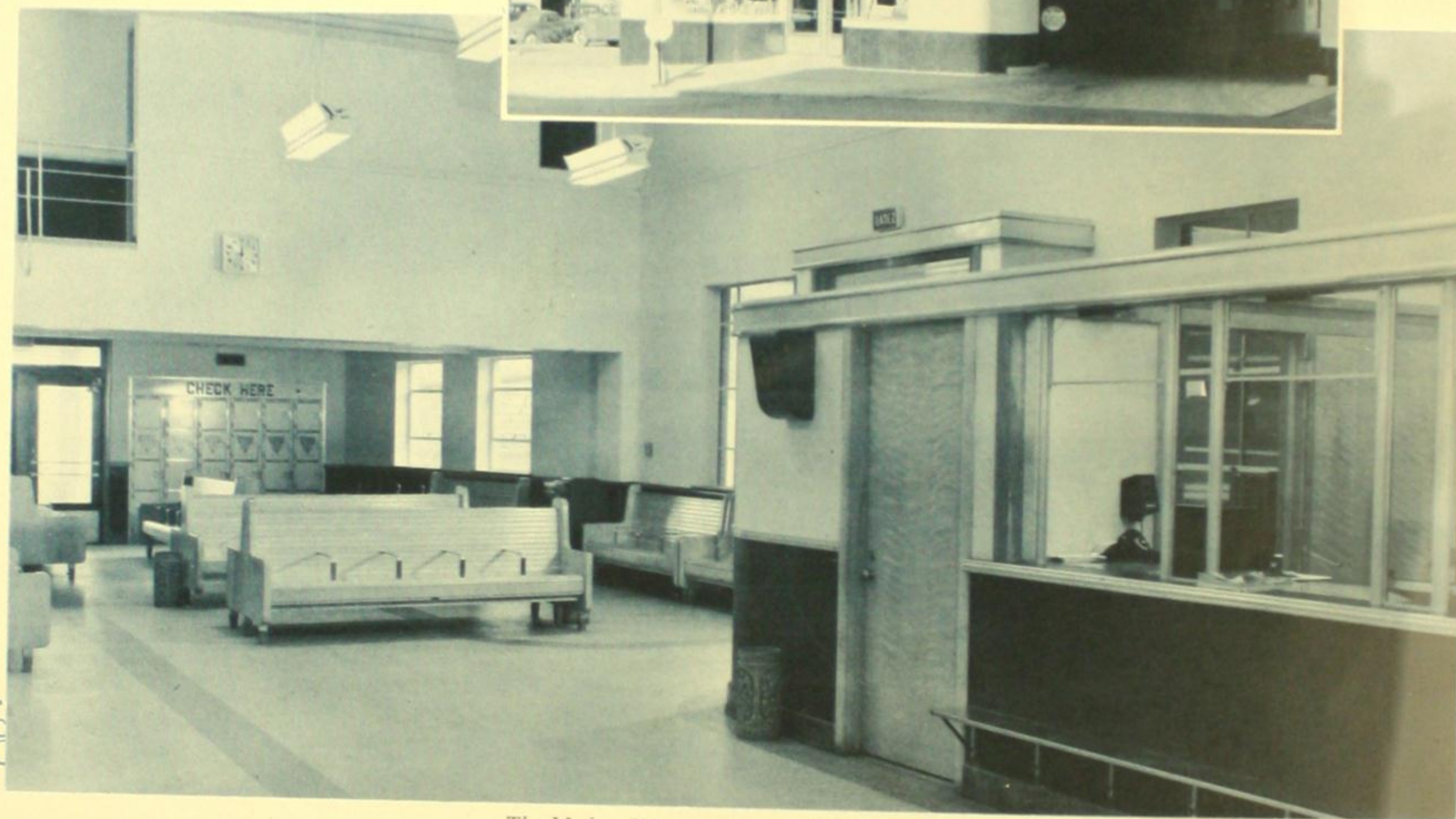
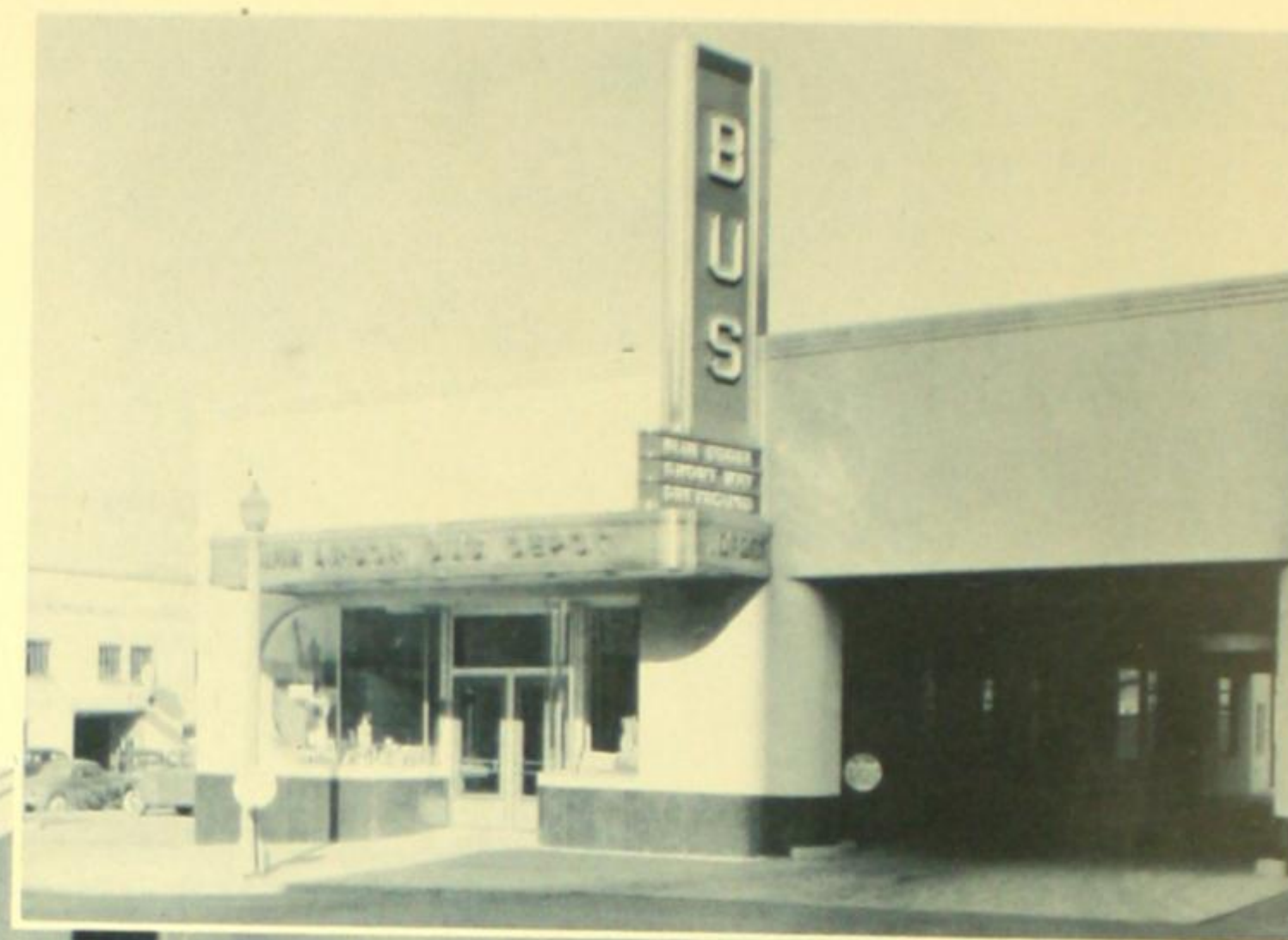
A simplified floor plan of the Main Floor from blueprints furnished by Wischmeyer, Arrasmith and Elswick, Louisville, Ky.

● American Parcel Checking Lockers are shown in blue.

GREAT LAKES GREYHOUND BUS DEPOT

Ann Arbor, Michigan

THE trim little Great Lakes Greyhound Bus Depot at Ann Arbor with its streamlined designing is the best possible response to what kind of station is most suited for a college community. The transportation problems of Ann Arbor deal with students who come from all over the country to study at the famous University of Michigan. Twelve thousand of these students live on or near the University campus. At times they present a heavy volume of traffic; at other times, the traffic does not warrant too large a terminal. The station, established by Great Lakes Greyhound, not only blends in well with the University atmosphere of Ann Arbor, but also serves the community with a maximum of efficiency.



The Modern Waiting Room and Ticket Office

PHOTOS BY IVORY PHOTO, ANN ARBOR

GREAT LAKES GREYHOUND BUS DEPOT

ANN ARBOR, MICHIGAN

Population 29,815

Architects: BONFIELD AND CUMMING, Cleveland, Ohio.

Associate Architect: DOUGLAS D. LOREE, Ann Arbor, Michigan.

Services: Great Lakes Greyhound Lines, Central Greyhound Lines, Short Way Lines and Blue Goose Lines.

In September of 1940 the Ann Arbor depot was opened to the Greyhound public. The building, located in the downtown section of the city, was erected at a total cost of \$42,000.

Structural Details and Facilities

Of the parallel loading type, this station has a completely covered passenger loading platform and bus roadway. Wide use is made of reinforced concrete: foundation walls, piers, footings, sidewalks, floor slabs, concourse platform, and bus roadway. Columns and beams are framed with structural steel. 2" x 10" joists, 16" o.c., and cross bridging with 2 rows to each panel support the roof. Solid brick is used under all beams. There is a line of brick fireproofing around the columns. The structure of the mezzanine floor is steel. The curbs in the skylight over the driveway are formed by sawing the ribs and bending up the metal decking.

EXTERIOR. Over the entrance doors is a plate glass transom, while the doors have kick plates. Smooth-sawed Indiana limestone with a black granite base is used for facing the front exterior. The building's sign is porcelain enamel trimmed in stainless steel. In places constantly used by the public the brick is smooth-faced and hard burned, and the side exterior is face brick. The roof is 4-ply tar and gravel, No. 20 resinized paper, and 7/8" sheathing with a galvanized iron gutter and stone coping.

INTERIOR. A suspended metal lath and plaster ceiling with 4" rock wool insulation and vapor seal back was installed. All of the interior walls and ceilings are putty finished smooth plaster. Utilization of glazed tile walls and sheet metal partitions is made in the toilets.

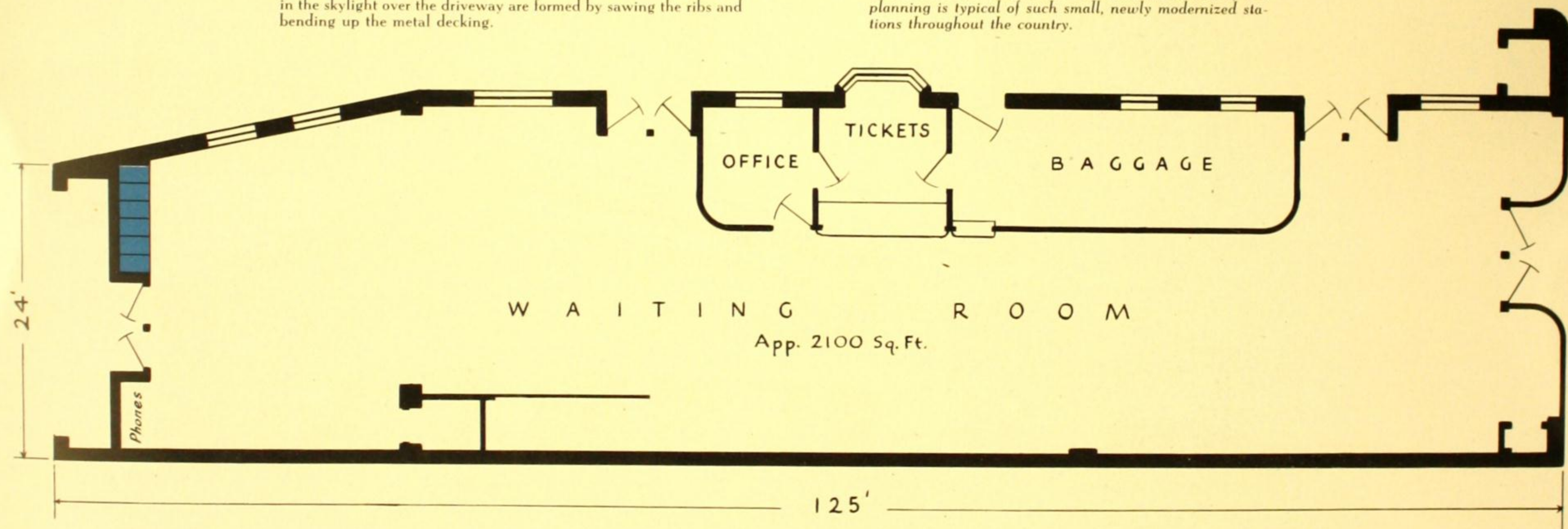
All floors are of terrazzo.

Fluorescent fixtures throughout the interior give an excellent color effect against the clear varnish on the maple benches, counters, doors, and trim.

Six modern cabinets which provide 24 Parcel Checking Lockers are recessed in the Waiting Room close to the entrance doorway.

A new gas heater is controlled by automatic thermostats.

Every attempt has been made in the planning of the Ann Arbor depot to provide commodious, comfortable, and efficient services for its patrons. The resultant success of this planning is typical of such small, newly modernized stations throughout the country.



A simplified floor plan from blueprints furnished by Bonfield and Cumming, Cleveland, Ohio.

● American Parcel Checking Lockers are shown in blue.

RENOVATED UNION BUS TERMINAL St. Joseph, Missouri

ST. JOSEPH, MISSOURI

Population 75,711.

Architects: ECKEL AND ALDRICH, St. Joseph, Mo.

Services: Interstate Transit Lines, Jefferson Transportation Co.,
Overland Greyhound Lines, Union Pacific Stages, Inc.

Many fast, overland buses now enter St. Joseph, Missouri, over trade lanes that once saw wagon trains rushing to California and Colorado during the gold strike eras. St. Joseph is the city that lies on the roads to California and Mexico. Its bluffs overlook the Missouri River and those great grain and grazing lands of the western prairie. This busy city is third in population in Missouri and



Ticket Office and
Convenient Checking Lockers



famous for its meat packing industry, production of flour and as a great wholesale area for grain, livestock and manufacturing.

To keep pace with the rapidly expanding demands of increased transportation to and from St. Joseph it was decided to completely remodel the first floor of the Logan Building at 8th and Edmond Sts. This work was done in the early part of 1940 and consisted of taking over the space of 3 retail shops.

The first floor of the exterior was newly faced and a large sign was placed over the new, wide, spacious windows.

The interior was completely done over. The floor is a mottled composition and the walls are plastered and tastefully trimmed with

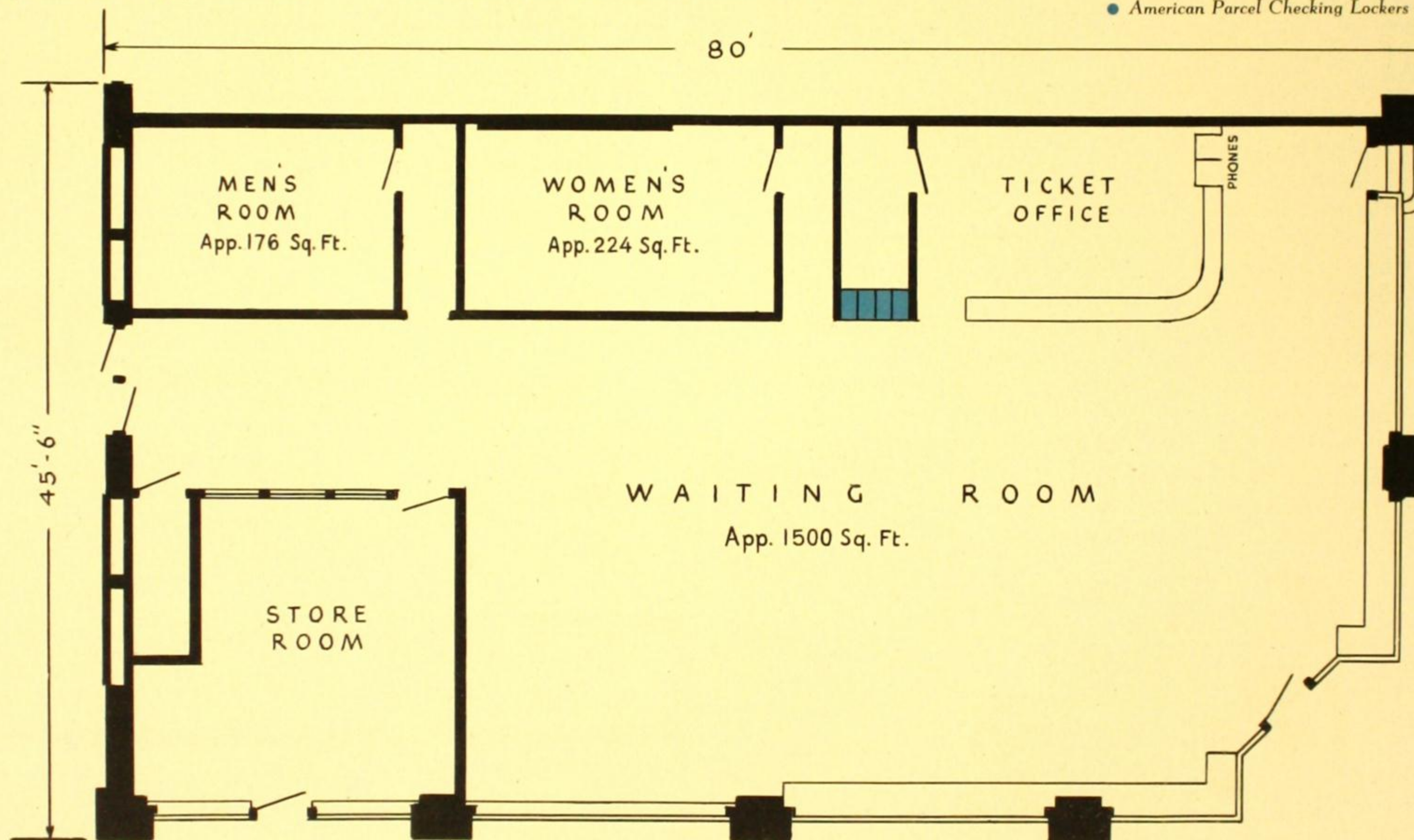
a dark band at the base and top of the wainscot. The modern, desk-type Ticket Office is located at the front of the Station. Other facilities include up-to-date Rest Rooms, Telephone Booths and comfortable new wooden benches.

Between the Ticket Office and the Women's Rest Room are 4 cabinets of modern, Self-service Parcel Checking Lockers which provide travelers with the convenience of 16 compartments for quick, easy checking.

This Station fits in well with the architectural streamlining of many of St. Joseph's buildings. Its layout and facilities enable management to cooperate efficiently with its many patrons.

A simplified floor plan from blueprints furnished by Eckel and Aldrich, St. Joseph, Mo.

● American Parcel Checking Lockers are shown in blue.



GREAT LAKES GREYHOUND DEPOT

Ypsilanti, Michigan

LOCATED only 30 miles west of Detroit and 8 miles east of Ann Arbor, the city of Ypsilanti, Michigan, has made an enviable mark for itself in the business world. The home of one of the country's largest bomber plants; of nationally known radiator, stove, and paper companies and numerous other industries, this city, with its pre-war population of 12,121, has been a thriving industrial center for many years. Its story reflects the continuation of a pioneer spirit of industry and vision that took root in the saga of Early American history and frontier struggle.

Ypsilanti has become an important link in the country's all-essential transportation system. The materiel and personnel of war are today constantly moving through this busy center, and like all such communities it, too, has its share of transportation troubles.

An outstanding contribution toward al-

leviating the transportation problem is the Great Lakes Greyhound Lines' depot. Located at 314 West Michigan Avenue, in the heart of the city's business section, this depot is on the direct route of the Great Lakes Greyhound coaches operating between Detroit and Kalamazoo and on the Central Greyhound Lines' Chicago-Detroit division route. It serves also as the Ypsilanti station for the Short Way Lines operating north and south through the city. The station can accommodate four coaches at one time and within the depot there is a seating capacity for 30 persons.

The Ypsilanti station presents a combination of the useful and the picturesque. Built on an Early American theme, it was conceived out of a Greyhound program planned to break the monotony of the stations by varying them with the type of community in which they were situated. It thus affords an efficient yet pleasant atmosphere for the traveler of today.



GREAT LAKES GREYHOUND DEPOT

YPSILANTI, MICHIGAN Population 12,121

Architects: BONFIELD AND CUMMING, Cleveland, Ohio.

Supervision: DON BELL, Manager of building maintenance for the Great Lakes Greyhound Lines.

Construction Company: JAMES A. MOYNES & COMPANY, Detroit, Michigan.

Services: Great Lakes Greyhound coaches between Detroit and Kalamazoo. Central Greyhound Lines' Chicago-Detroit division route. Short Way Lines operating north and south through the city.

Structural Details and Facilities

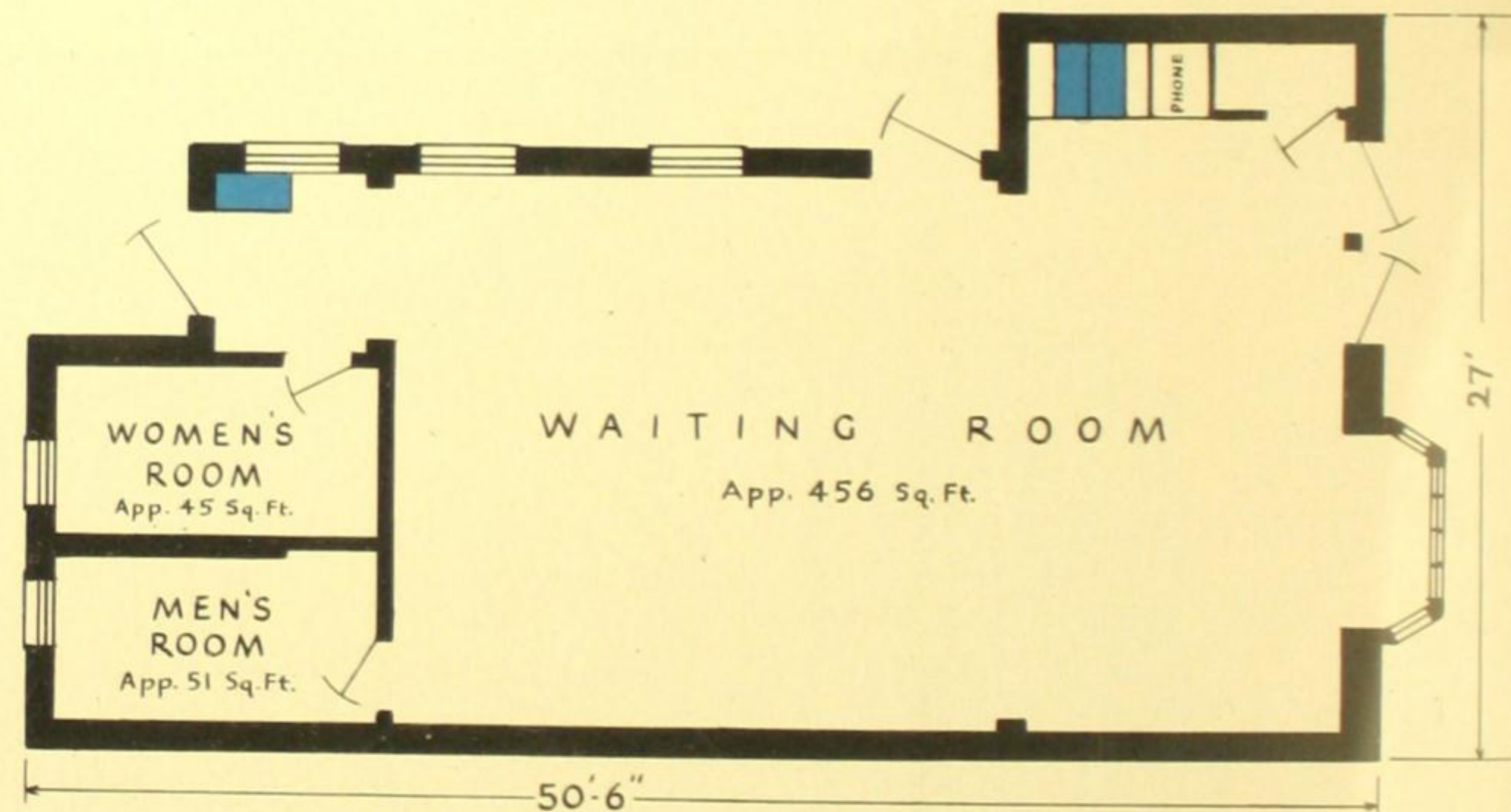
EXTERIOR: The Station is a one-story white plaster structure of Early American design. On one side is the bus driveway with a 4-ply built-up roof on 2" x 6"

D. & M. sheathing. Four coaches may be accommodated at one time. In front of the building is a large neon "Greyhound" sign post.

INTERIOR: The Station's Waiting Room is ideally planned for the comfort of its patrons. The walls are of plain plaster, and the 2" terrazzo-finish floor has a 4" concrete sub floor with a 6" x 6" No. 10 mesh.

Heat is supplied from a modern unit consisting of one grill and return grill sufficing for the Waiting Room which is 22'8" x 20'. All heating is thermostatically controlled. Both the Women's Room and the Men's Room are designed with glazed tile wainscoting.

Conveniently located next to the phone booth are two recessed cabinets of Parcel Checking Lockers providing 8 checking compartments. An additional Cabinet has been recently installed. While the Waiting Room has a seating capacity for only 30 persons, this small station is nevertheless an excellent example of functional planning. Every bit of design has been utilized with an eye to a minimum of waste and a maximum of efficiency.



A simplified floor plan from blueprints furnished by Bonfield and Cumming, Cleveland, Ohio.

● American Parcel Checking Lockers are shown in blue.

NEW TERMINAL FOR PACIFIC GREYHOUND

Los Angeles, California

LOS ANGELES, California, has a reputation greater than the fact that it is the "Mother of Hollywood." The city is the 5th largest in the country and the nation's largest municipality in area.

In 1935 Los Angeles was the fifth largest industrial center of the United States, and as a seaport it still ranks among the major ports of call on the Pacific Coast. The leading industry is, of course, the movies and the manufacture of celluloid. Los Angeles also cans fruit, fish, and vegetables; it packs meat, fashions clothing, fabricates tires, tubes, and airplanes, builds furniture, and assembles automobiles. But its versatility spreads into many more fields, for Los Angeles is also an oil town. As a production and refining center for one of the greatest of our petroleum fields the city is one of the nation's leaders. Considered as a farm town it is the trading and banking center of one of the

world's richest ranch and orchard areas, producing great quantities of berries, winter vegetables, and citrus fruits.

A major industry is the tourist trade that makes its continual pilgrimage to the land of the movie stars. Added attractions for tourists are the mountain resorts and beaches. In 1937 visitors accounted for more than 20% of the retail trade, and every year until the war curtailed transportation these visitors have outnumbered the settled residents.

Each census, for every decade except one from 1870 on, has shown a doubling of the population. The city's

growth, therefore, couldn't be anything but rapid. Many of these arrivals have been attracted from the East and Middle West.

Bus Lines handling the constant flux of traffic have always had a full-time job on their hands in this city. Their problem was more than one of just keeping abreast of the times. In many ways they had to be ahead of transportation ideas. One might say they had to have the "futuristic" concept. The need for such advanced ideas and plans can be attributed to the type of passengers carried by the lines. With Hollywood leading the world in style and design, with foreigners as well as Americans heading toward Los Angeles, transportation companies could not allow themselves to drag behind. The terminal of the Pacific Greyhound Lines in Los Angeles is a fine example of this modern type depot.

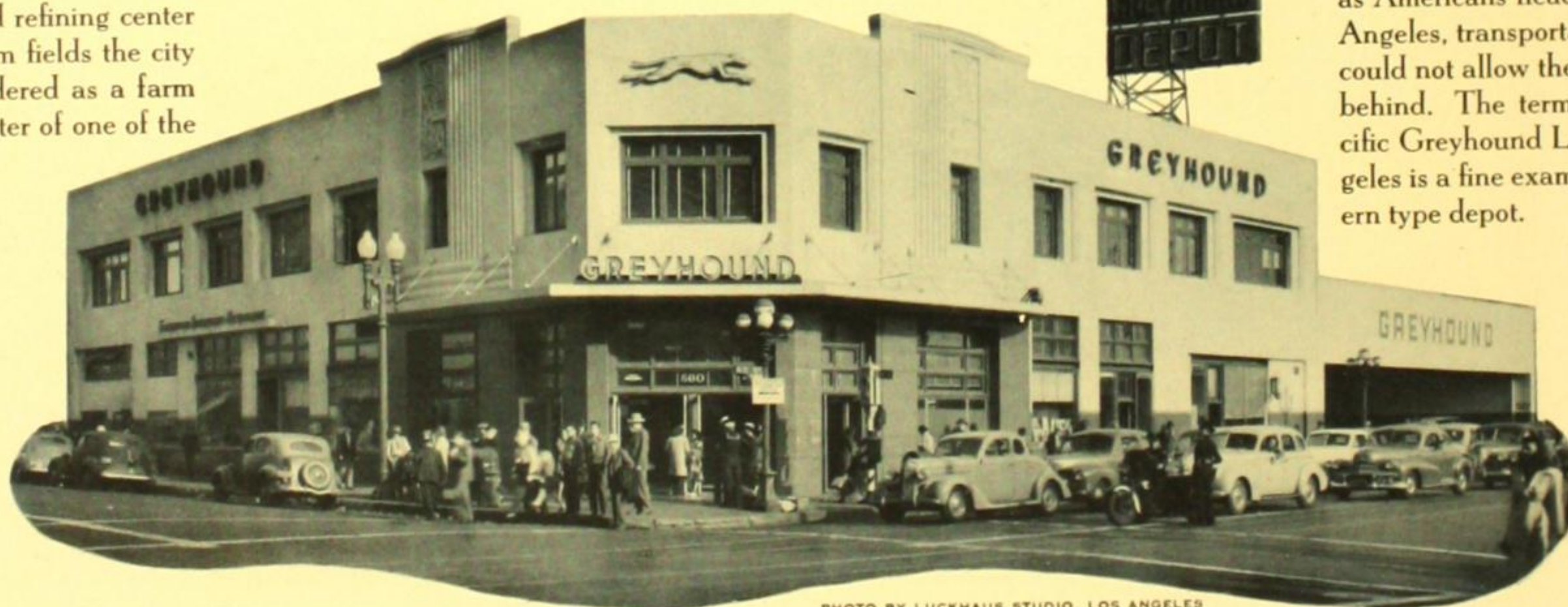
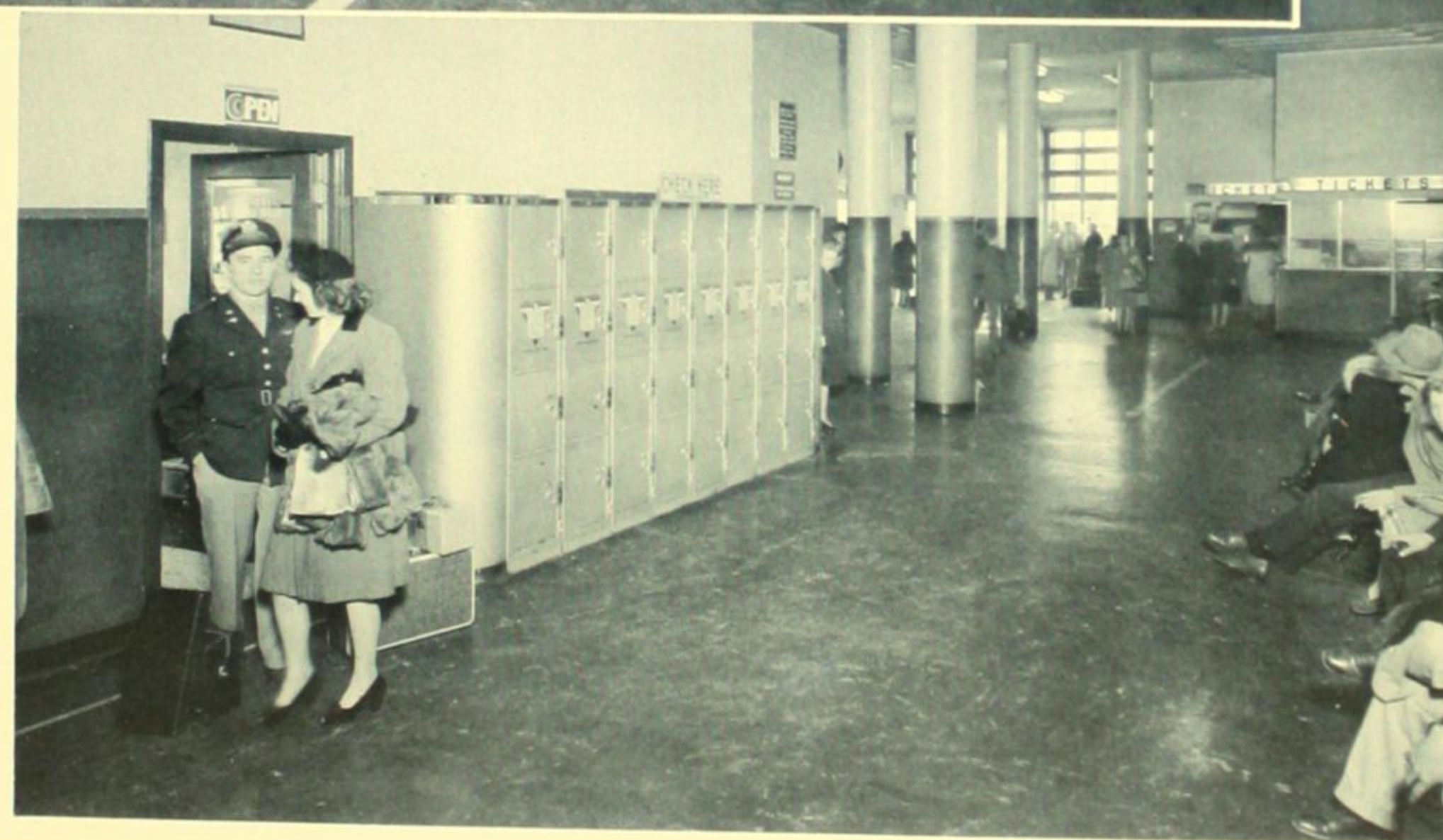
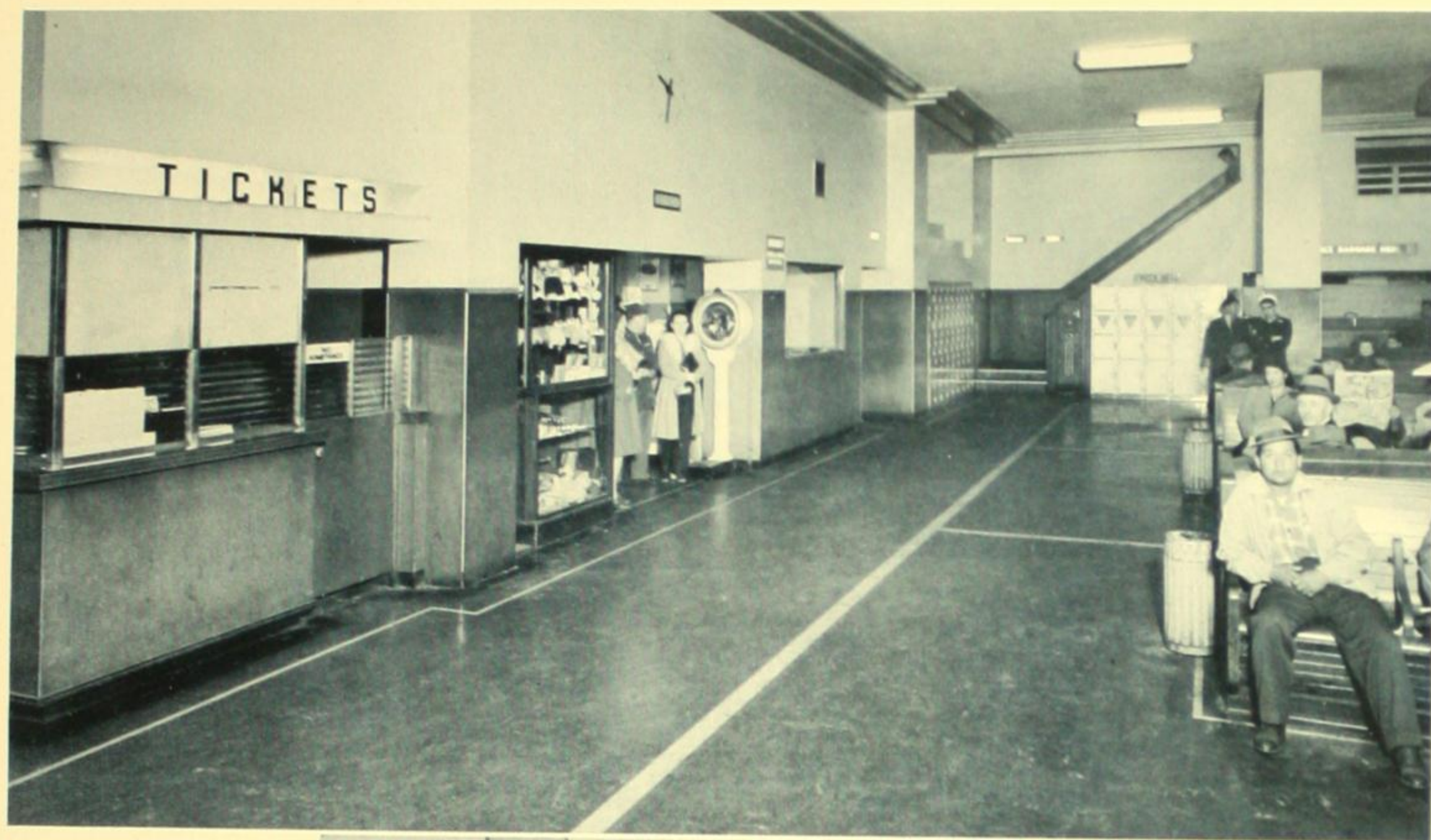


PHOTO BY LUCKHAUS STUDIO, LOS ANGELES



Ultra-Modern
Interiors

PHOTOS BY LUCKHAUS STUDIO, LOS ANGELES

NEW TERMINAL FOR PACIFIC GREYHOUND

LOS ANGELES, CALIFORNIA Population 1,810,000

Architect: W. D. PEUGH, San Francisco, Calif.

Services: Pacific Greyhound Lines, Overland Greyhound Lines, and Inland Stages.

Completed in January of 1942, the Los Angeles Depot is only three blocks from the center of town and across the street from the Pacific Electric Railway, one of the largest electric systems in the country. Personal responsibility for the construction belongs to Mr. W. E. Travis, President of the Pacific Greyhound Lines. Since this depot is a transfer point for all directions, its chief problem is to get people on their way. Completion of the new Terminal has greatly speeded up this process through the centralization of facilities and a great increase in efficiency.

Structural Details and Facilities

EXTERIOR. The main entrance for the Terminal is on the corner of a busy intersection. The building itself has 2 stories and a four-lane bus drive. The foundation and first 2 floors are reinforced with heavy columns, for the original intention had been to erect a hotel above the Depot.

The building is of white stone with dark trim. A large neon-outlined greyhound decorates the upper story on the corner of the depot. Parallel to and on a line with the greyhound — on the east and north elevations — are two signs also neon-lighted.

The white marquee over the corner covers a part of the east and north fronts. It is supported by iron rods anchored in the wall of the building. A GREYHOUND sign is centered toward the front of the marquee. The bus driveway is completely covered.

A large animated greyhound and company sign is built above the roof of the east elevation. Animation of the dog is carried out by the use of neon tubes.

INTERIOR. Asbestos tile floors in pattern are used throughout the principal areas of the building.

All wall bases are black rubber. Blue linoleum wainscoting is built up to 6' and then a 1½" green strip runs directly above the wainscoting. From this point on, a blue-white painted wall goes to the ceiling. The walls are of plaster.

White ceilings are acoustically designed and contain fluorescent lights. New oak furnishings follow the Greyhound pattern.

The recessed Ticket Office has blue panel sides up to 40" with a 2½" oak panel around the counter top. The top of the Ticket Counter is plate-glassed and has glass partitions from the counter top up to 18". There are 8 ticket windows. There is an additional Ticket Office for long haul tickets.

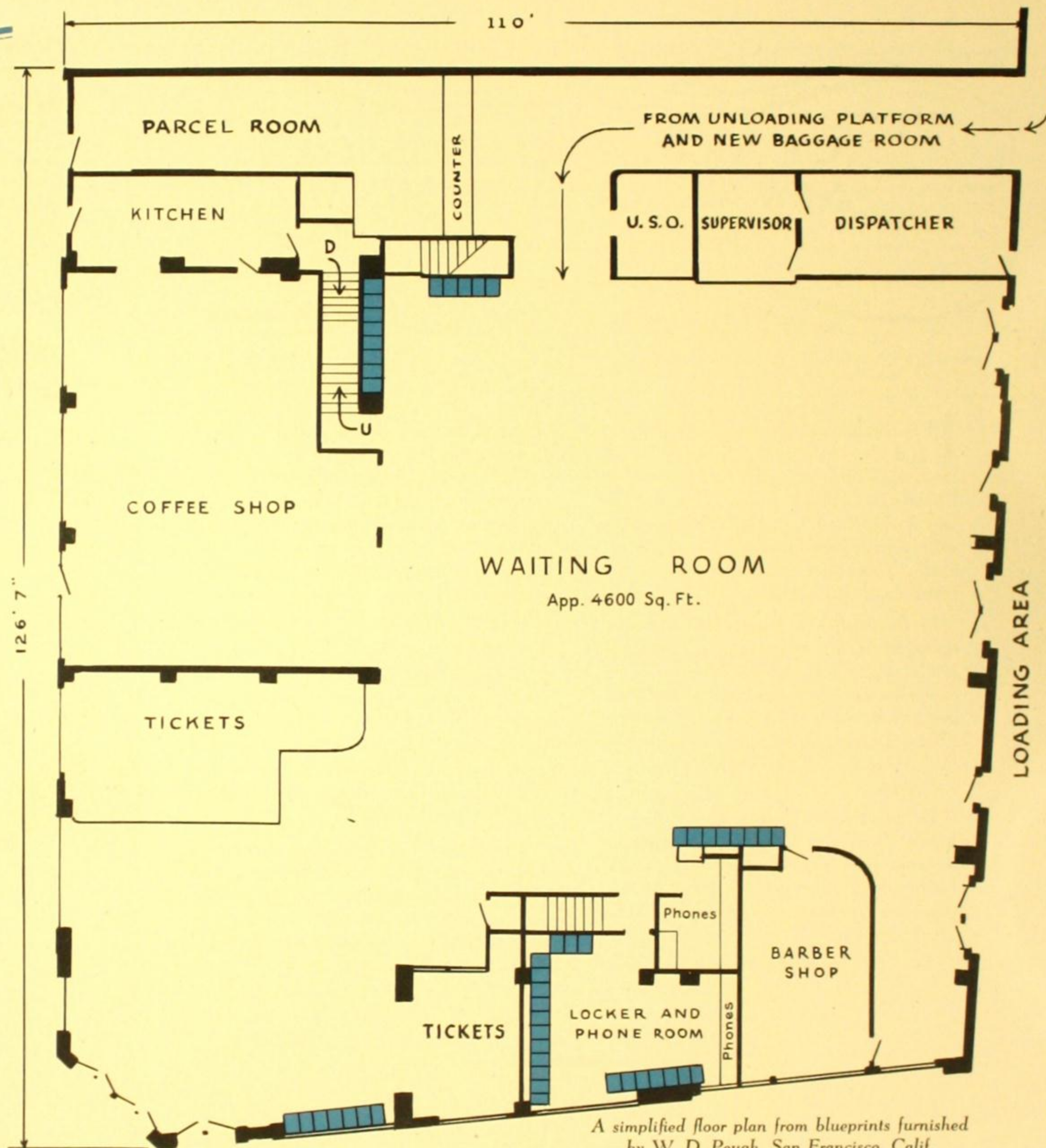
A first-class Restaurant has counter and table service. Separated from the eating counter there is an ice cream and soda fountain.

Additional facilities provided by the Station are the redcap and porter service. In the Women's Waiting Room a maid may be found in constant attendance.

32 recessed Self-service Parcel Checking Lockers are located by the Restaurant entrance in the Main Waiting Room. An additional 16 lockers are recessed in the Women's Waiting Room on the second floor. In the Locker-Telephone Room just off the Waiting Room there are a total of 83 Parcel Checking Lockers. Another group of 32 Lockers are near the Waiting Room entrance to the Barber Shop. 27 of such type Parcel Lockers are situated in the Waiting Room near the main entrance, with another 20 at the entrance to the Waiting Room from the unloading platform. Adding 100 Lockers in the new baggage and telephone room at the unloading platform gives a total of 310 Lockers throughout this Depot.

The building is heated by steam and air-conditioned on a gas operating principle. The steam heating system is located in the basement. The air-conditioning apparatus is on the second floor.

The entire layout, architecture, location, installation of facilities, consideration of passenger convenience and comfort, and managerial efficiency of this Los Angeles Terminal is a striking example of the future aims and ideas of bus transportation.



A simplified floor plan from blueprints furnished by W. D. Peugh, San Francisco, Calif.

• American Parcel Checking Lockers are shown in blue.

N. E. TRANSPORTATION CO. NEW ENGLAND TERMINAL

Providence, Rhode Island

IT is commonly accepted that traditions and New England go hand in hand. Few cities have as much title to such as Providence, Rhode Island. The founding of the city by Roger Williams may well be called the birth of American liberalism. Throughout its history the city has maintained this spirit.

In the world of transportation Providence has been doubly fortunate. Not only is it on the main Boston to New York shore route, but in many respects it may be classified as a terminal point in itself. For Providence is a bustling, rapidly-moving industrial center as well as a leader in shipping enterprises.

Its wealth is widespread, yet concentrated. Among its important industries are the manufacturing of tool machines, wires, boilers, files, screws, mechanical pencils, precision instruments, toys, jewelry, and a textile dynasty.

This industrial character is the third

phase of changes through which the city has moved. Providence started out definitely agrarian. In the 18th century it underwent a great change when its fine port made it an important shipping center. But this was not to be the final move. Nineteenth century industrialism stepped forward with all its aggressiveness and carried the city to a prominence it had never known before.

Commercially and industrially important, Providence supports three radio stations. In 1939 it accounted for 37.5% of the state's manufacturing figure. The retail sales figure in 1943 rose to 43% over that of 1939, making the 1943 volume approximately \$188,500,000.

In line with the city's spirit of progress has been the policy of the transportation companies to expand and modernize their terminals. This is exemplified by the new Bus Terminal erected by the New England Transportation Company.



The Modern Waiting Room.

PHOTO BY NEW HAVEN RAILROAD

N. E. TRANSPORTATION CO. NEW ENGLAND TERMINAL

PROVIDENCE, R. I.

Population 253,504

Engineers and Architects: BARKER AND TUROFF, Providence, R. I.

Services: Eastern Mass. St. Rwy., Johnson Bus Lines, Cowell Coach Lines, Grey Goose Line, Interstate Busses Corp., Interstate Transit Corp., New England Greyhound Lines, New England Transportation Co., Quaker Stages, Rhode Island Bus Co., Short Line Inc., Westerly-Providence Line, Rhode Island Coach Lines.

This new Terminal is located in downtown Providence at the corner of Fountain, Eddy and Worcester Streets. It is the latest word in modern construction and design and its facilities offer all patrons a maximum of efficient service, comfort and convenience.

Structural Details and Facilities

Exterior. The structure is of brick and faces 123' on Eddy Street where the main entrance is located. The brick used for construction is white glazed with a trim of gray cast stone bands and glass block panel openings for light.

The terminal yard includes 7 regular loading docks, carefully sheltered to protect passengers from inclement weather. It is possible for one additional large bus or two small buses to use the yard during busy periods, and, in emergencies, two more buses can be accommodated at the Fountain St. curb.

Interior. The main waiting room houses ticket offices, information booth, baggage room, luncheonette units and a news stand.

The interior has an 8' wainscot of buff flexboard with insulation tile board walls above. The floor is terrazzo. Fluorescent lighting is featured throughout.

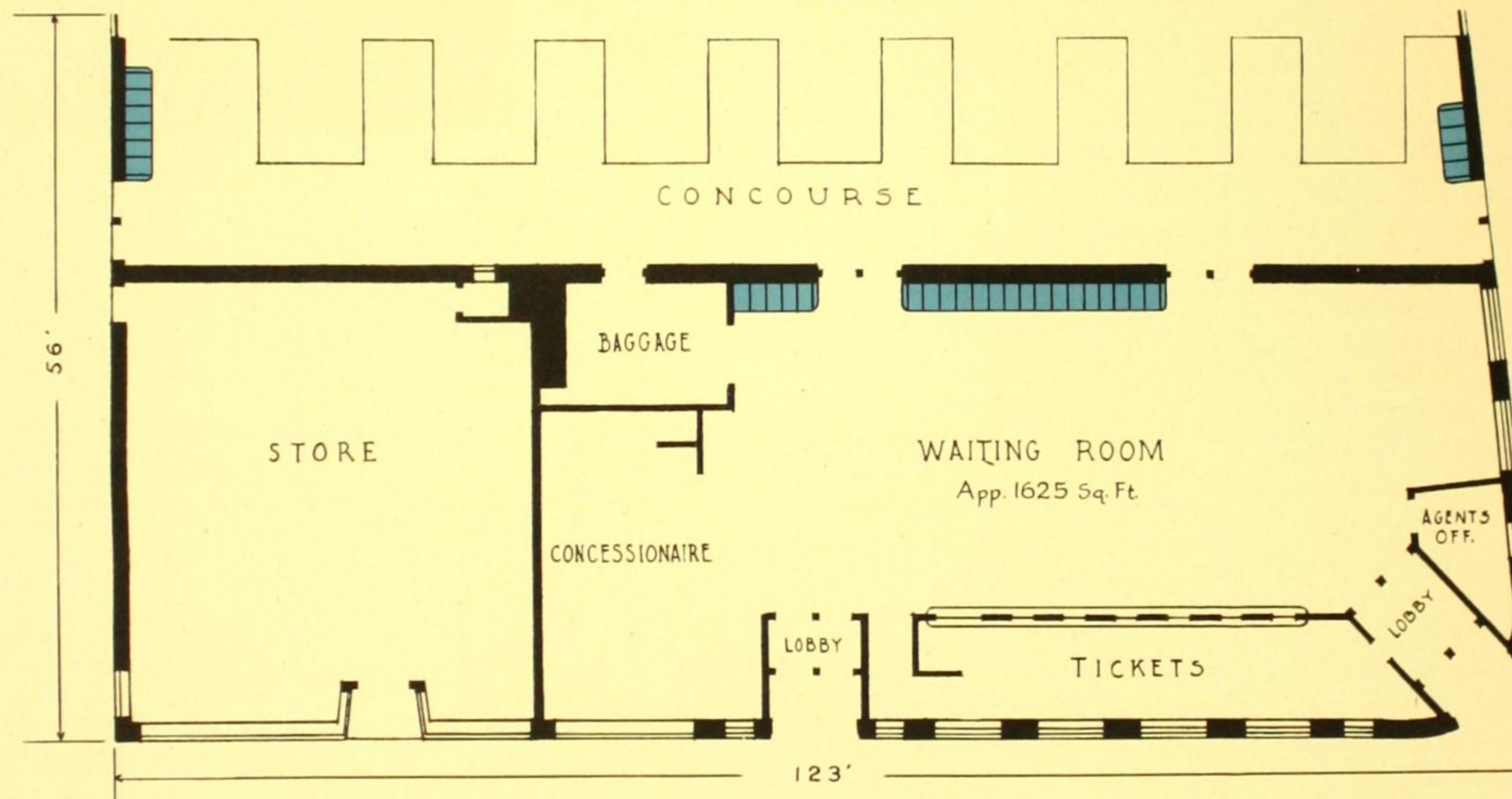
The mezzanine is attractively furnished with comfortable lounge

chairs and divans and the smartly appointed wash rooms are to be found here.

In the Waiting Room there are 21 Cabinets or 84 Self-service Parcel Checking Lockers with special superstructure. In addition there are 6 Cabinets at one end of the Concourse and 4 Cabinets at the other end, or a total of 40 more compartments for checking.

The arrival and departure of buses is announced over a public address system. All bus movements into and out of the Terminal are controlled by a starter from a centrally located booth overlooking both the terminal concourse and the yard. Arrival and departure of buses to and from the loading docks is governed by signal lights; and signal lights on the corner of Fountain St. wall regulate entrance of buses into the yard.

This busy Terminal adequately handling the bus problems of Providence has proven its value to the city. It serves the patrons well and is a major contribution to the transportation needs of this bustling city.



A simplified floor plan from blueprints furnished by Barker and Turoff, Providence, Rhode Island.

● American Parcel Checking Lockers are shown in blue.

CONVERTING an AUTO SALESROOM into A MODERN BUS STATION

Jackson, Michigan

JACKSON, MICHIGAN . . . Population 49,656

Services: Great Lakes Greyhound Lines, Inc., Central Greyhound Lines, and Short Way Lines, Inc.

THE Great Lakes Greyhound Lines decided to convert a former automobile salesroom and service station into a smart Station for Jackson. Such a plan was found far more feasible than the construction of a new building. The measuring rod for determining just what should be done was the volume of traffic handled when the plans were being drawn up, and the expected expansion of traffic. Careful study had shown that while the situation did not warrant a new building, something had to be done to the old, unsanitary Waiting Room on hand. The outcome of this planning was the neat, new Station converted from the salesroom and service station. This project has not only added to the attractiveness of the station but has been done at little cost.

A comfortably furnished and modernistically designed Waiting Room and ticket office have come out of the former salesroom. Fluorescent lighting has been

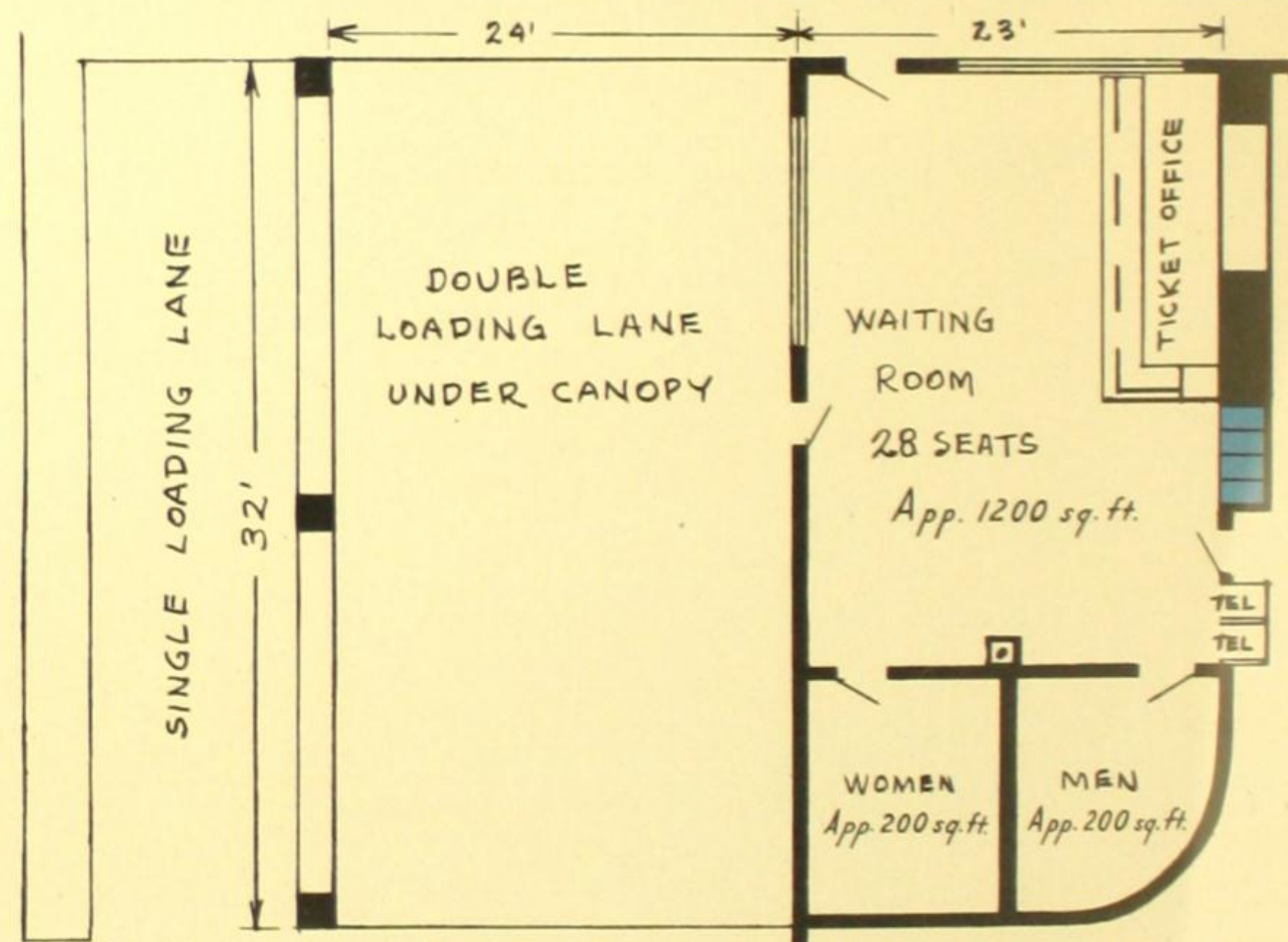
installed and overhead fans hung from the ceiling. Large front windows enable a clear view of the busy shopping district. Sixteen Parcel Checking Lockers are recessed in the wall between the ticket office and the phone booths for the convenience of patrons.

The service station portion of the sales agency was turned over to a service station for buses. Here vehicles are washed and minor repairs made. The present loading platform is the former drive-in for the gas service station which had worked in cooperation with the automobile salesroom. A large canopy enables buses to load and unload under cover.

Taken in its total perspective, the renovated Station at Jackson, Michigan, represents an interesting solution for conserving vital materials at a time when they are so badly needed, and at the same time modernizing and bringing a Station up to date.



The Renovated Waiting Room



A simplified floor plan drawn for this book. ● American Parcel Checking Lockers are shown in blue.

MODERN TERMINAL of the GREYHOUND LINES

Detroit, Michigan

ONCE a quiet, tree-shaded city, brewing beer and making carriages, Detroit is today classified by many as the Heart of the Nation's War Effort. In its early days the city's only claim to fame was as first rank among American cities in the number of residences owned by occupants. Then came the pioneers in one of America's greatest industries, the men whose names live in present and past motorcars. Their automobiles, which were to change the transportation system and living habits of a nation, brought the first changes to Detroit. The city did not grow; it exploded. People from all over the world suddenly flocked to Detroit. The physical frontier was gone, and a new one had come into existence. Without doubt, no other city and industry in the world are so completely identified with one another as Detroit and the automobile.

A careful survey has revealed that Detroit workers not only make automobiles, but drive them as well. While the workers' annual wage is not much higher than that of industrial workers in other classifications, the automobile is essential to the Detroiters. The ratio between Detroit's population and automobiles is one to 5.07 persons, a ratio higher than any other city save Washington.

The growth of a city depends upon improved transportation. The growth of Detroit demanded improved transportation. While the city's industries are quite diversified, the materials required in the manufacture of the automobile have headed a world-wide freight

and passenger traffic Detroitwise. Three-fifths of the world's automobiles are made in Michigan, and the majority of these are f.o.b. Detroit. This industry consumes, for example, four-fifths of American rubber imports, three-fifths of the plate glass, three-fifths of the upholstery leather, one-fifth of the tin, one-fifth of the lead, one-seventh of the finished rolled steel, one-eighth of the copper, and three-tenths of the nickel used in the United States. These figures do not include enormous quantities of textiles, paints, and petroleum products. In fact, many economists are inclined to consider the manufacture of automobiles as the chief reason for American prosperity.

The conversion of this giant industrial machine to a



war basis suddenly plunged Detroit's passenger service into the busiest period its history has ever known. From every corner of the nation people flocked to the city. Out of foreign countries came experts and skilled technicians for further study in American mass production methods and for the interchange of new ideas and inventions. Few markets can claim a higher number of wage earners today compared with the pre-war period. The city was now more than ever on a twenty-four hour day, and most transportation lines found themselves hard pressed for sufficient facilities.

Without exception the major bus companies found that by skillful handling and wise management they were able to carry on the same efficient service that had brought them recognition before the war. As far back as 1937, at a cost of \$230,000, Greyhound had built its new Terminal at Detroit. A careful estimate of the increasing rate of traffic, coupled with a vision of an even greater expansion in the future, had enabled the planners to construct a Terminal that is today fully capable of handling the present overflow. In addition to its own lines, the station is jointly used by other bus companies. Interurban buses load and unload passengers at the Terminal's island. These latter passengers gain access to the island through a tunnel under the main bus roadway, a safe, convenient method highlighting the Station's policy of thorough planning in every detail. Close attention to details, with a brightness and simplicity of interior and exterior decorating, ranks the Detroit Terminal as one of the nation's finest.

MODERN TERMINAL of the GREYHOUND LINES

DETROIT, MICH.

Population 1,623,452

Architect: THOMAS W. LAMB, New York, N. Y.

Supervising Architects: PHELPS AND BERNARDI, Detroit, Mich.

Services: Canadian Greyhound Lines, Ltd., Central Greyhound Lines, Inc., Eastern Canadian Greyhound Lines, Ltd., Great Lakes Greyhound Lines, Inc., Pennsylvania Greyhound Lines, Inc.

This modern Terminal, constructed in 1937 at a cost of \$230,000, shows the foresight of the architects because to-day it still handles the increased traffic demands with great comfort for its patrons. It is an up-to-date, thoroughly modern structure, handling the arrivals and departures of many bus services daily, and all away from the busy intersection of Washington Boulevard and Grand River Ave.

Structural Details and Facilities

EXTERIOR. The property occupied takes an area of 150' facing on Washington Boulevard and 105' facing Grand River Ave., and continues another 91'8" to Park Place. The Terminal is a two-story



Two Views of the
Ultramodern Waiting Room



PHOTO BY RANSIER, DETROIT



structure, built of smooth, sawed limestone with a cast granite base. Brick wainscoting is used door-high along the driveway and stucco above.

A large vertical sign above the marquee at the main entrance has blue sign letters built into stone and is flanked by the "Greyhound" trade-mark in porcelain enamel. The blue scheme is also followed in the lettering atop the building.

The windows on the second floor are small-paned plate glass, and curved at the ends for a modernistic touch.

The coping over the bus entrance is cast cement. This entrance leads to the saw-tooth concourse for loading and unloading of intercity buses and to an island for use of the interurban buses. A safety tunnel is supplied for passengers wishing to reach the island from the station. Wall foundations, concourse platform, floor slabs, column footings and the bus roadway are of reinforced concrete. The roof framing over the bus roadway and the framing of beams and columns is of structural steel.

INTERIOR. The Main Waiting Room is ultramodern in all its details and built scientifically for the passengers' convenience. Hollow clay tile partitions are used, and the ceilings and walls are plaster of a neutral tone. The floor is terrazzo, as well as the base.

The Waiting Room is lighted by modern metal fixtures, casting an indirect beam. One side of the room is occupied by the long string of Ticket Offices and on the other side is a convenient News Stand and 3 exits to the bus concourse. There is also available the Telegraph office and Travelers' Aid.

A grand staircase leads to the offices of the bus companies on the second floor.

On the lower level there is a lounge for patrons who have to wait longer than usual. Here also are found the Men's and Women's Rest Rooms, completely modern, with tile wainscots, metal partitions, mirrors and shelves. Here also are a large Barber Shop and Beauty Parlor and a Tailor Shop and Bootblack Parlor.

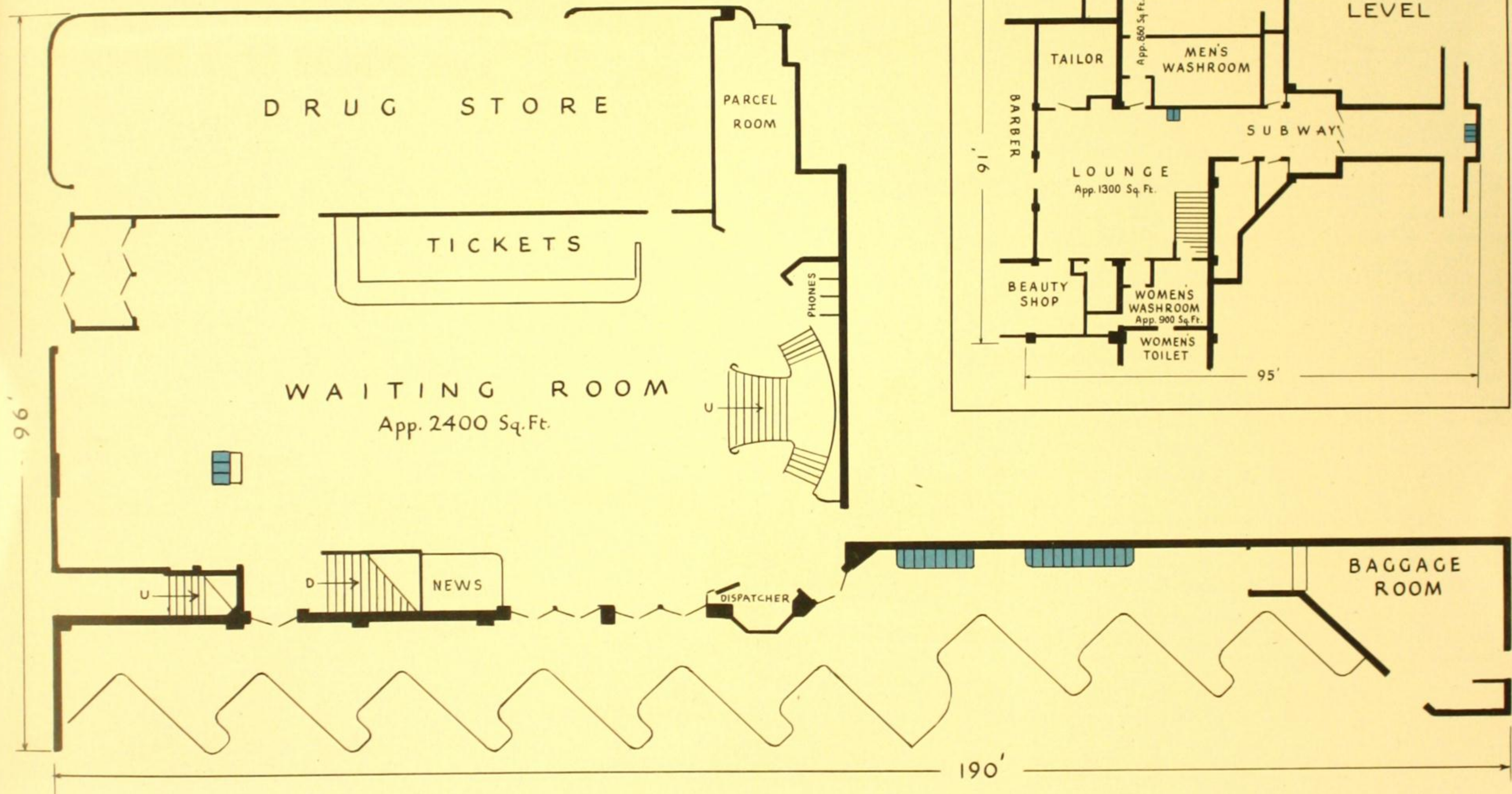
Self-service Parcel Checking Lockers are conveniently located throughout the Terminal. In the main Waiting Room there are 3 cabinets with 12 lockers and in the lower level there are 3 more cabinets at the foot of the stairs and 2 cabinets as you enter the lounge. On the loading concourse there are an additional 15 cabinets. This makes a grand total of 92 lockers available to patrons of this Terminal.

Now in its eighth year, this Terminal still stands out as one of the finest achievements of the Greyhound Lines. The tempo of Detroit demanded a modern Terminal for the speedy and efficient handling of myriads of travelers, and that is just what the Greyhound Company has supplied.

DETROIT GREYHOUND TERMINAL

Simplified floor plans from blueprints furnished by Phelps and Bernardi, Detroit, Mich.

• American Parcel Checking Lockers are shown in blue.



REMODELED GREYHOUND BUS DEPOT

Fargo, North Dakota

FARGO, NORTH DAKOTA

Population 32,580

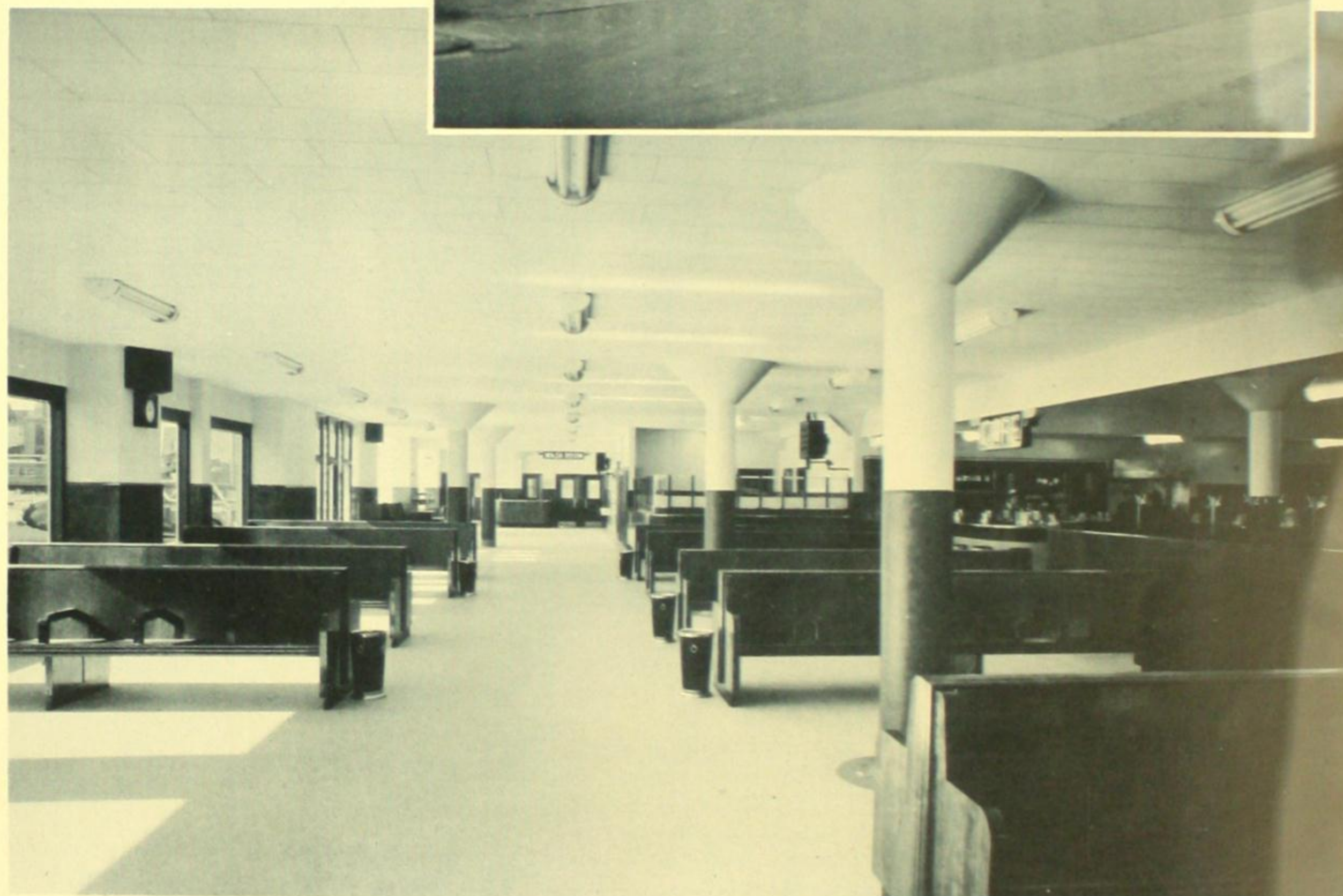
Services: Dakota Bus Lines, Inc., Jack Rabbit Lines, Inc., Northland Greyhound Lines, Triangle Transportation Co.

The newly modernized Bus Depot at Fargo has since 1942 adequately handled the bus traffic problem in this busy city, the largest in the State of North Dakota. This city is an agricultural center as well as a banking and insurance town and serves as a focal point for distribution and shipping of all sorts.

In February, 1942, plans were drawn up to modernize the large store and showroom building at 502 N. P. Ave. The whole front was tiled and half the side on the first floor modeled with a dark band trim. New entrances were built, thereby providing the corner with space for a huge electric sign carrying the name "Greyhound Station." The remainder of the building was left as it was . . . a brick structure with white inlaid brick in geometric forms.

In the interior, walls and partitions were knocked down, and the main Waiting Room now has a clear sweep of 145'. On either side of the wide aisle are comfortable wooden benches with an open cafe and restaurant providing counter and booth service.

At the narrow end of the Waiting Room is located the desk-type ticket office, baggage and parcel room, and the Ladies' Lounge and Men's Room.

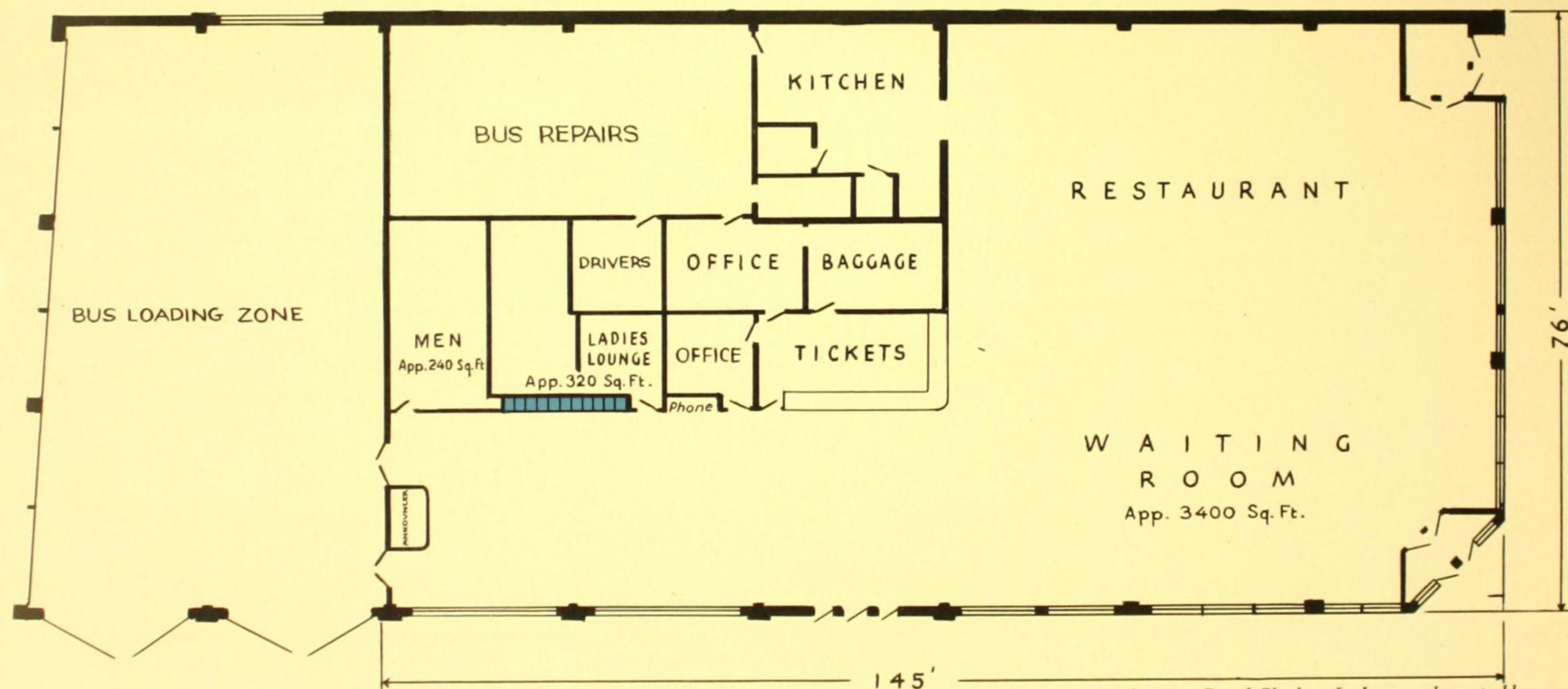
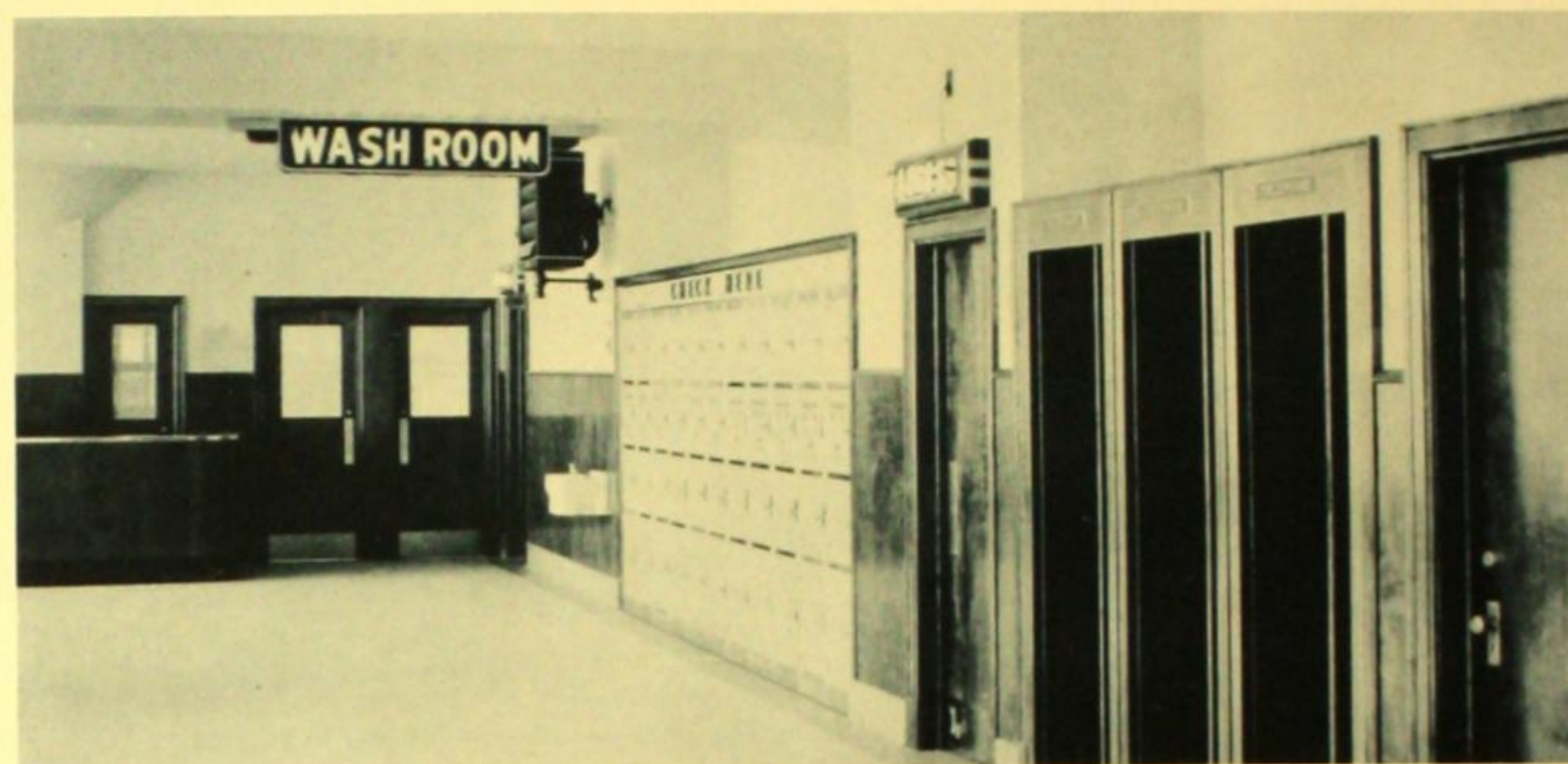


PHOTOS BY D. ANDERSON, FARGO

Recessed in the wall between the entrances to the Rest Rooms are 11 Cabinets of Parcel Checking Lockers providing 44 compartments for the passengers' use.

The whole station is quite neutral in tone, with a plain floor and plain walls above a dark wainscot. The ceiling is paneled and the whole area is lighted with fluorescent units. Several neon signs point out the available facilities.

This station is a fine example of what can be done with buildings originally built for other purposes than for transportation requirements.



A simplified floor plan from blueprints furnished by Northland Greyhound Lines, Inc.

● American Parcel Checking Lockers are shown in blue.

A CONVERTED STOREROOM BECOMES A UNION BUS DEPOT

Kansas City, Kansas

KANSAS CITY, KAN. Population 121,458

Architect: CECIL E. COOPER, Kansas City, Kan.

Services: Greyhound Lines, Interstate Transit Lines, Kansas City and Leavenworth Transportation Co., Missouri Pacific Trailways, Overland Greyhound Lines, Santa Fe Trailways, Southern Kansas Greyhound Lines, Inc., Southwestern Greyhound Lines, Inc., and the Union Pacific Stages.

When bustling Kansas City, Kansas, needed a new Bus Station to care for the many requirements of the bus lines passing through, it decided upon the vacant storeroom at 730 State Street. This handsome brick building not only afforded a convenient location for a Union Depot, but when thoroughly renovated it became a comfortable, efficient and modern Station.

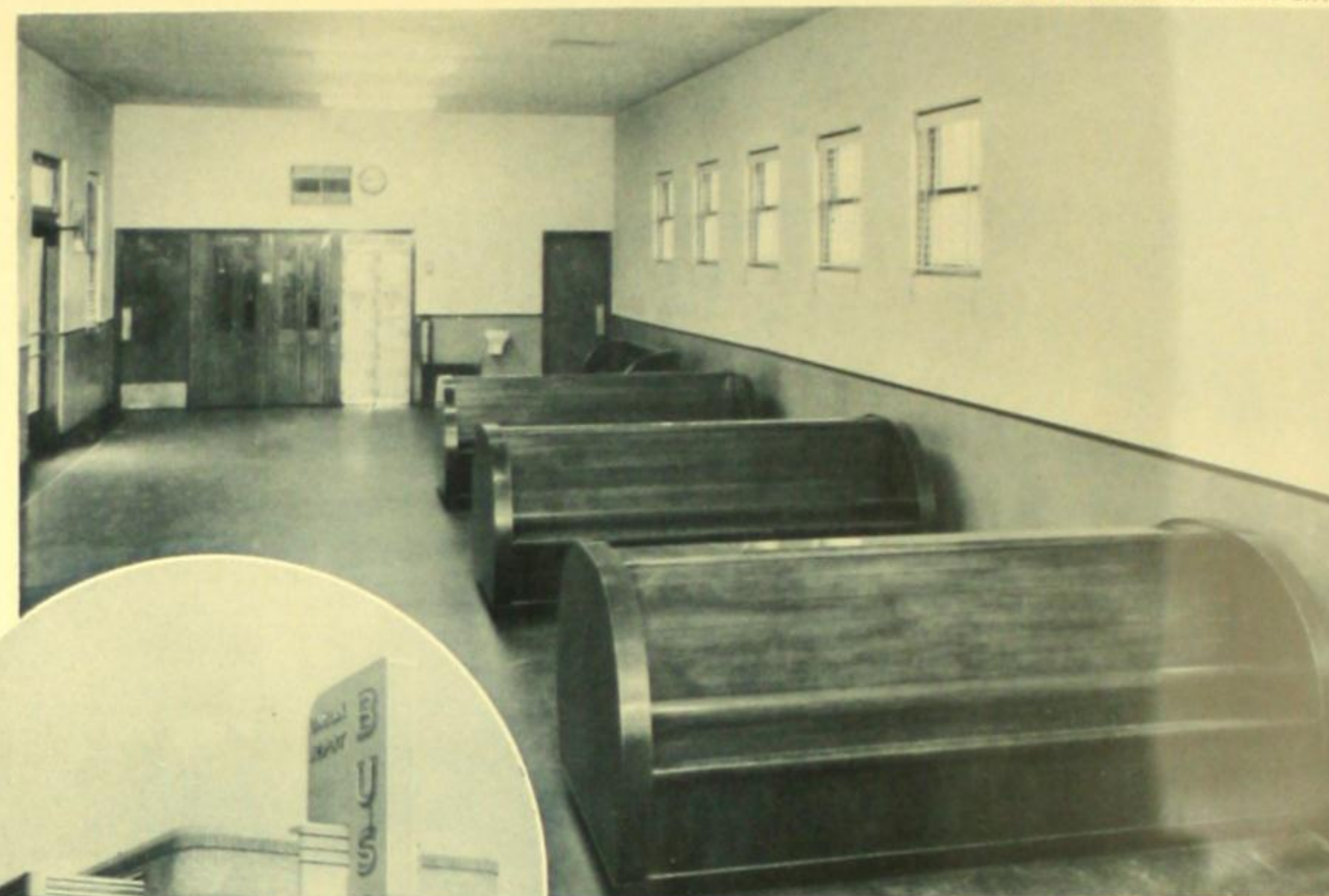
The addition of a neon sign and a marquee at the front and side took care of exterior decorations.

Complete renovation inside resulted in an up-to-date Depot supplied with the latest type benches and a modern ticket office.

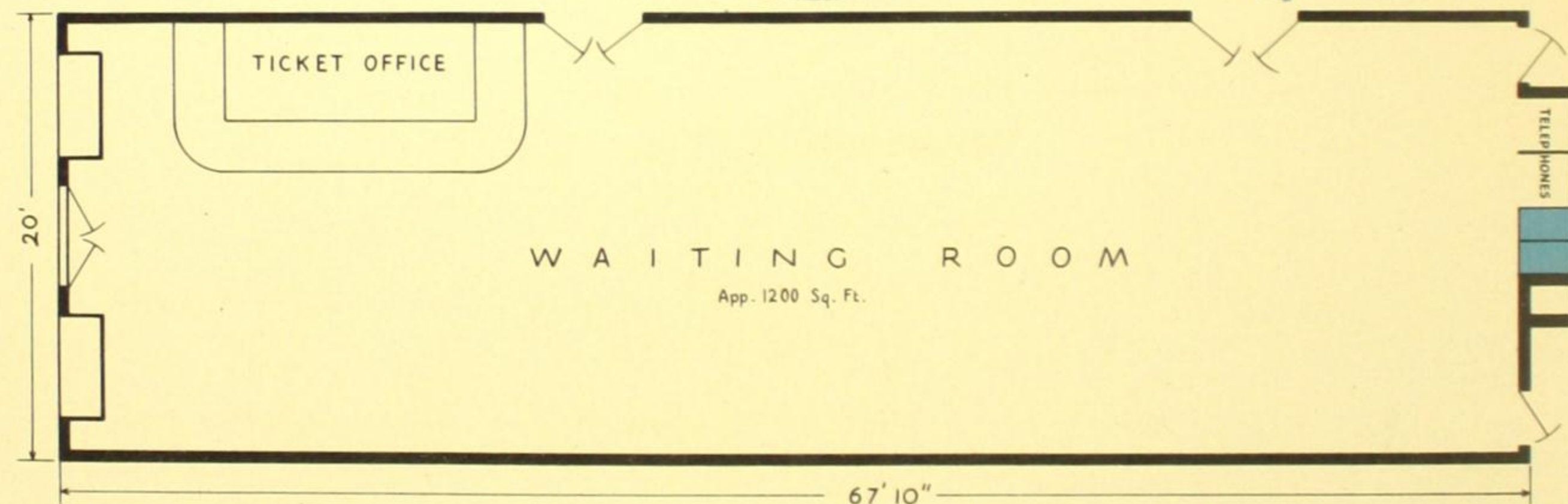
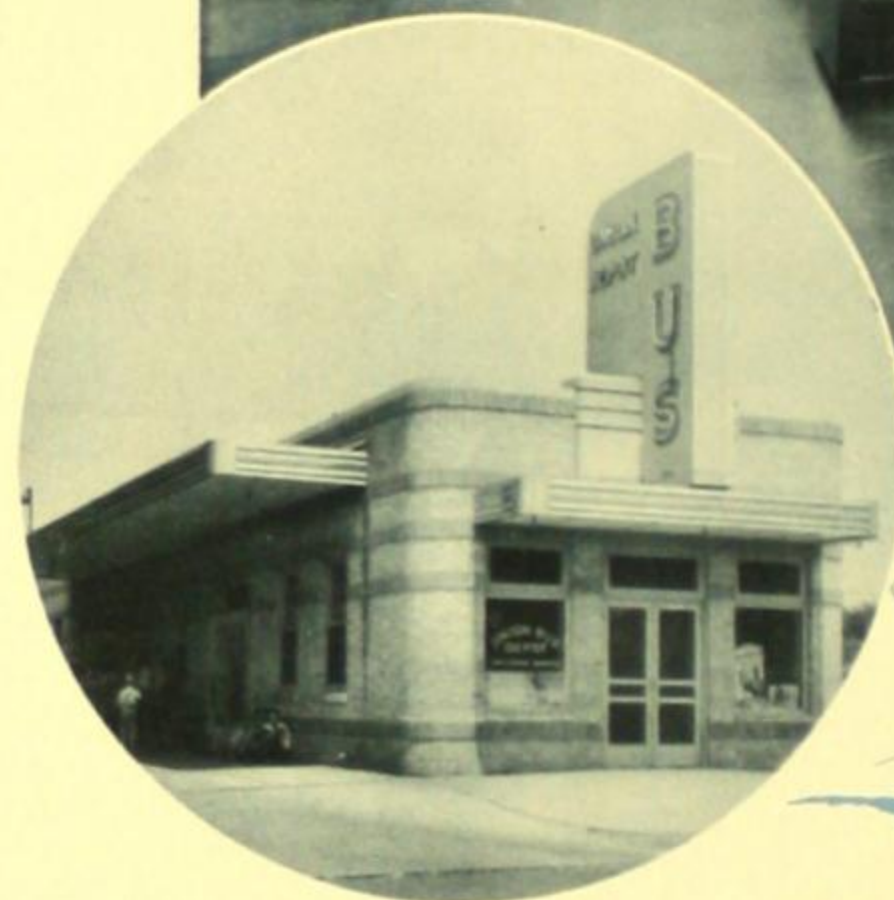
Rest Rooms and telephone booths were installed at one end of the Station.

Two cabinets of Self-service Parcel Checking Lockers were recessed in the end wall next to the telephone booths. These cabinets provided a total of 8 compartments for the convenience of patrons wishing to check their baggage.

This Kansas City, Kansas Station is another example of what can be done with a transformation job in a location adapted to the traffic of many bus lines.



Modern Waiting Room



A simplified floor plan made from architect's tracing.

● American Parcel Checking Lockers are shown in blue.

TWO RENOVATED BUS STATIONS

Denver, Colorado

NOT only does the transportation system of Colorado pivot upon its capital city of Denver, but the city is probably one of the most important highway centers for the West Coast. It has been estimated that an average of thirty interstate buses roll in and out of Denver's terminals daily. Four main highways converge on the city, and most of the tourists visiting Colorado pass through Denver.

Sometimes known as the "Queen City of the Plains," Denver is the largest city in its State. As a commercial, financial, and tourist center, its influence has spread throughout the Rocky Mountain area and penetrated to the West Coast. Approximately one-third of the population of Colorado lives in or near Denver.

Also known as the "Western Capital," there are more Federal Government offices here than in any other city except Washington. Among the more outstanding of the government establishments are the Mint, the Army Air School, Fort Logan, Fitzsimons Hospital, and the Reclamation Service and Forest Service.

When the silver camps went on their decline, Denver's industrial phase ended. Since then its growth has been largely commercial and financial, although numerous local plants continue to manufacture many varied commodities. Sugar beets, mining, and agriculture still hold a leading position.



PHOTO BY MILE HIGH, DENVER

TRAILWAYS



GREYHOUND

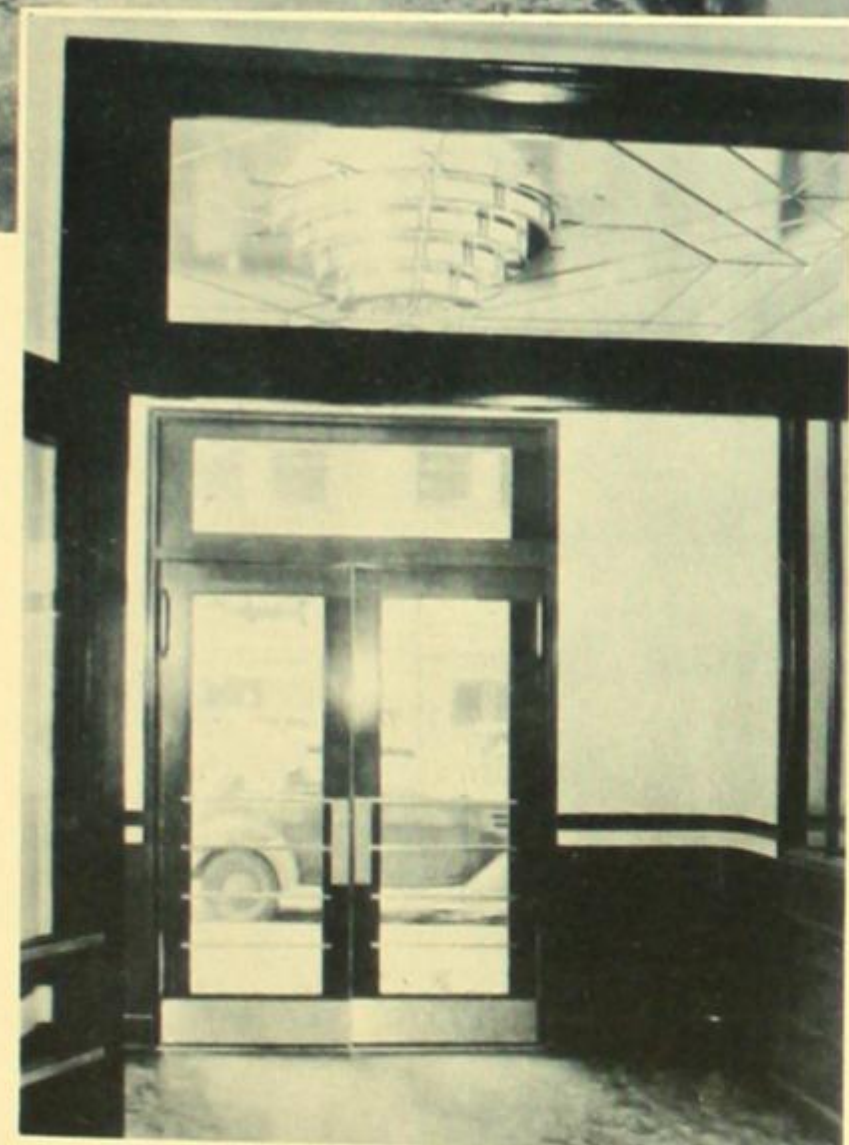
Denver's Seventeenth Street is the Wall Street of the West. This section houses large banks and brokerage firms as well as bus stations and travel bureaus.

Besides the broker, the businessman, and the farmer, there is still another traveler who comes to Denver, and his numbers are so many that he has become one of the city's leading "industries." This traveler is the tourist. For Denver is the center of an outstanding natural playground with its abundance of resorts and dude ranches. The dry air and sunshine of the city lure health seekers to its climate. There are nine large hospitals, and a few large sanatoriums that specialize in the treatment of respiratory diseases. Particularly noteworthy is the Fitzsimons General Hospital, erected by the Government in 1918.

Two of the major Bus Terminals that handle the constant flow of traffic are the Denver Trailways Union Bus Depot and the Overland Greyhound Union Bus Terminal. Their terminal functions have received the most careful attention of every member of the respective organizations, from the highest executive to the most recent employee. These well-managed, modern Terminals are the result of constant successful operations. Efficient management in both cases, from the modernizing of the Terminals to smaller details providing for the comfort and convenience of passengers, has created increased revenue and satisfied patrons.



The Union Bus Depot of
Burlington Trailways



The Union Bus Terminal of the
Overland Greyhound Lines

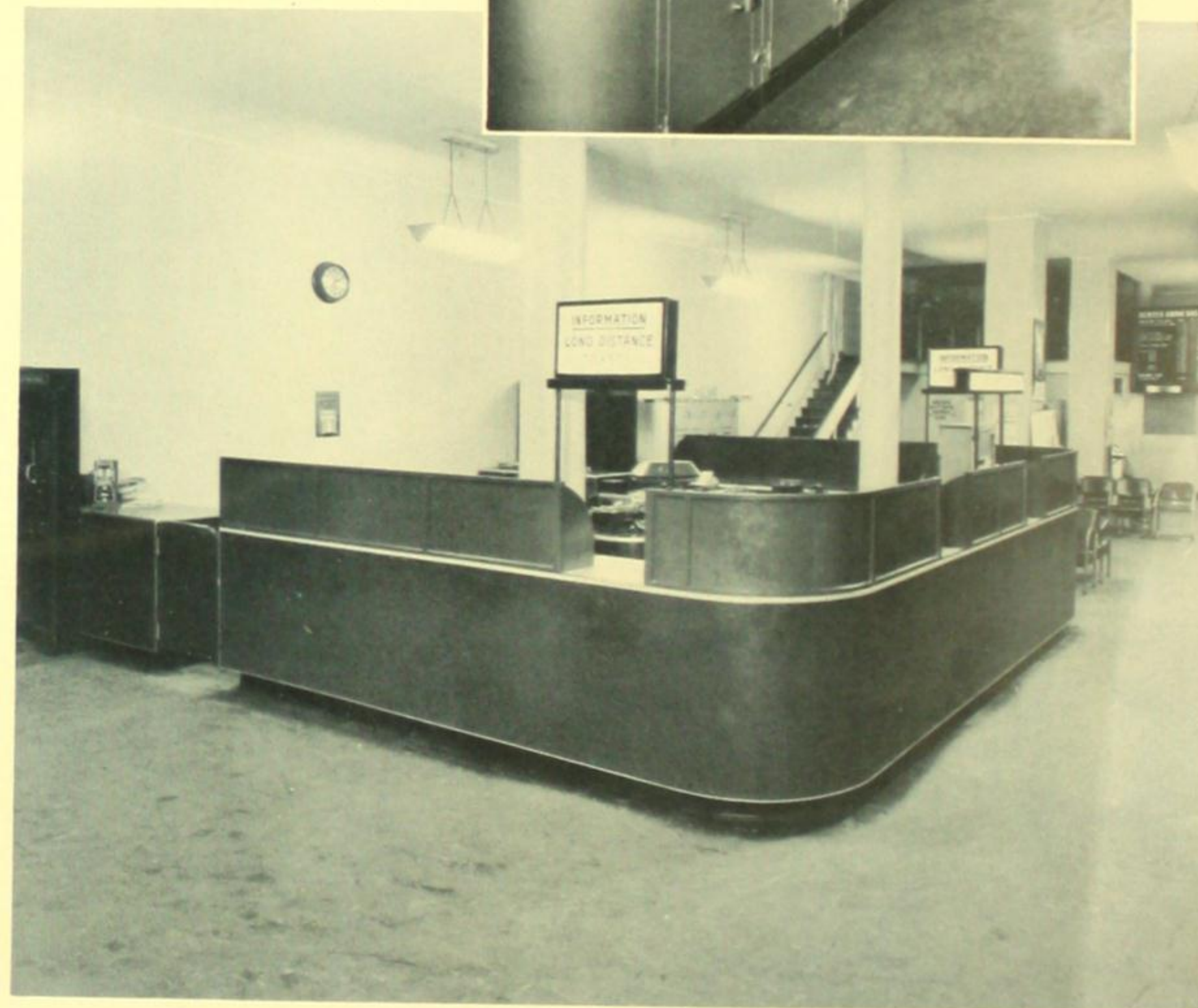


PHOTO BY MILE HIGH, DENVER

OVER
DENVER
Architect: S.
Services: Co
Transit L
hound L
The mar
transfor
Bus Ter
city in w

Structure

EXTERIOR. The removal of the lunch stand, accomplished in 1959.

The whole band trim, and name of the sign on both in a band, as served here. by indirect light on the corner of the hound track Pacific trades

INTERIOR. The entrance has

UNION BUS TERMINAL OVERLAND GREYHOUND LINES

DENVER, COLORADO

Population 322,412

Architect: S. ARTHUR AXTENS, Denver, Colorado.

Services: Colorado Motorway, Inc., Greyhound Lines, Interstate Transit Lines, Overland Greyhound Lines, Southwestern Greyhound Lines, Inc., Union Pacific Stages, Inc.

The management selected a good site and the architect transformed the first floor of this old building into a modern Bus Terminal... a new Terminal that does credit to this city in which center many important bus lines.

Structural Details and Facilities

EXTERIOR. The problem confronted here was the removal of numerous small stores and a lunch stand. How well the transformation was accomplished is revealed by the picture (pg. 109).

The whole exterior is done in white tile, black band trim, and wide plate glass windows. The name of the Terminal appears in a modernistic sign on both sides of the Terminal. Above this, in a band, appear the names of the Bus Lines served here. At night this array of signs is lit up by indirect lighting. There is also a vertical sign on the corner in neon display with the Greyhound trademark at the top and the Union Pacific trademark at the bottom.

INTERIOR. The vestibule at the Glenarm Place entrance has a ceiling of prism glass with a

beautiful lighting fixture for indirect lighting. This vestibule leads to the main Waiting Room which has been completely renovated with comfortable built-in benches lining each side.

All floors are of asphalt tile done in blue, tan and red squares and the bases are of black tile.

The walls of the Waiting Room are of sand finish plaster painted white. The trim for these walls is blue. The ceiling is of wallboard foil done in a decorative panel design utilizing a tin foil color scheme, and the lighting is from fluorescent tube fixtures.

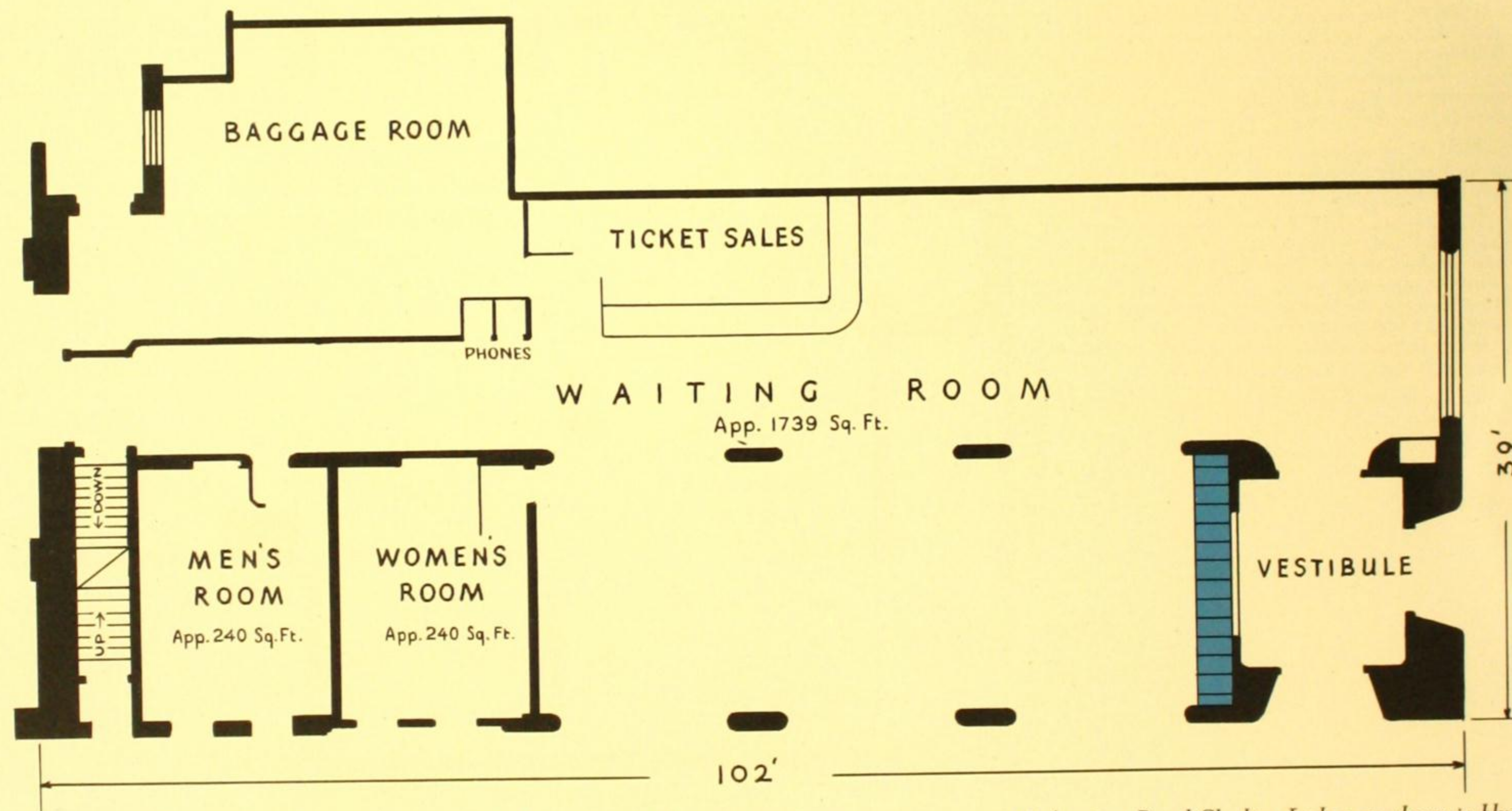
The modern desk-type Ticket Office accommodates 3 agents. The counter finish is blue linoleum and the windows are partitioned.

To the rear of the Waiting Room are the Baggage Room, and the Men's and the Women's Rest Rooms, both of good size and with attractive fittings of the most modern design.

The rear entrance leads to a loading platform next to the Terminal and an island loading platform.

In the main Waiting Room at the vestibule end, are 48 recessed Self-service Parcel Checking Lockers to satisfy the requirements of the many travelers passing through this busy Terminal.

Looking at this modern interior, it is hard to imagine the maze of plumbing, heating and structural items that had to be eliminated to bring about this transformation which is now the Union Bus Terminal.



A simplified floor plan from blueprints furnished by S. Arthur Axtens, Denver, Colorado.

● American Parcel Checking Lockers are shown in blue.

UNION BUS DEPOT BURLINGTON TRAILWAYS

DENVER, COLORADO

Population 322,412

General Manager: K. B. CHARLESWORTH, Denver, Colo.

Terminal Manager: D. A. STEPHENSON, Denver, Colo.

Services: Burlington Trailways, Denver-Colorado Springs-Pueblo Trailways, Denver-Salt Lake-Pacific Trailways, Rio Grande Trailways, and the Santa Fe Trailways.

The program of renovation in this first-floor office-building Depot covers virtually every phase of terminal operation — from physical beautification and elaborate sign advertising to the little details providing comfort and convenience for passengers.

Structural Details and Facilities

EXTERIOR. The first floor of the office building at 501 17th Street was transformed into an attractive Bus Depot by brown marble facing around the bottom of the structure, porcelain enamel on the upper part carried out in Trailway's colors of cream and crimson, and modern glass block entrances.

The loading docks are at the rear of the building away from the thoroughfares. They have a covered platform for the protection of patrons.

The dramatic effect of neon signs, both horizontal and vertical, catches the eye of the traveler from all directions. A corner vertical sign has the company name and a large clock. The sign over the entrance to the loading dock lists the stops on the various lines that pass through this busy depot. A map trademark of the "National Trailways Bus System" is repeated in neon at 3 locations.

An amplifying system announces all departing schedules.

INTERIOR. The whole first floor has been renovated with all-plaster walls finished in cream color, a composition ceiling, and an asphalt tile floor. The interior decorations are carried out in furnishings of green and red leather seats with chrome frames.

A large combination Ticket and Information Office is of the horse-shoe type and accommodates four agents. The counter top is linoleum and the rest of the counter is finished with red enamel.

Fluorescent lights illuminate the building.

Window seats are provided on the Glenarm and 17th Street sides of the Waiting Room. All windows have venetian blinds.

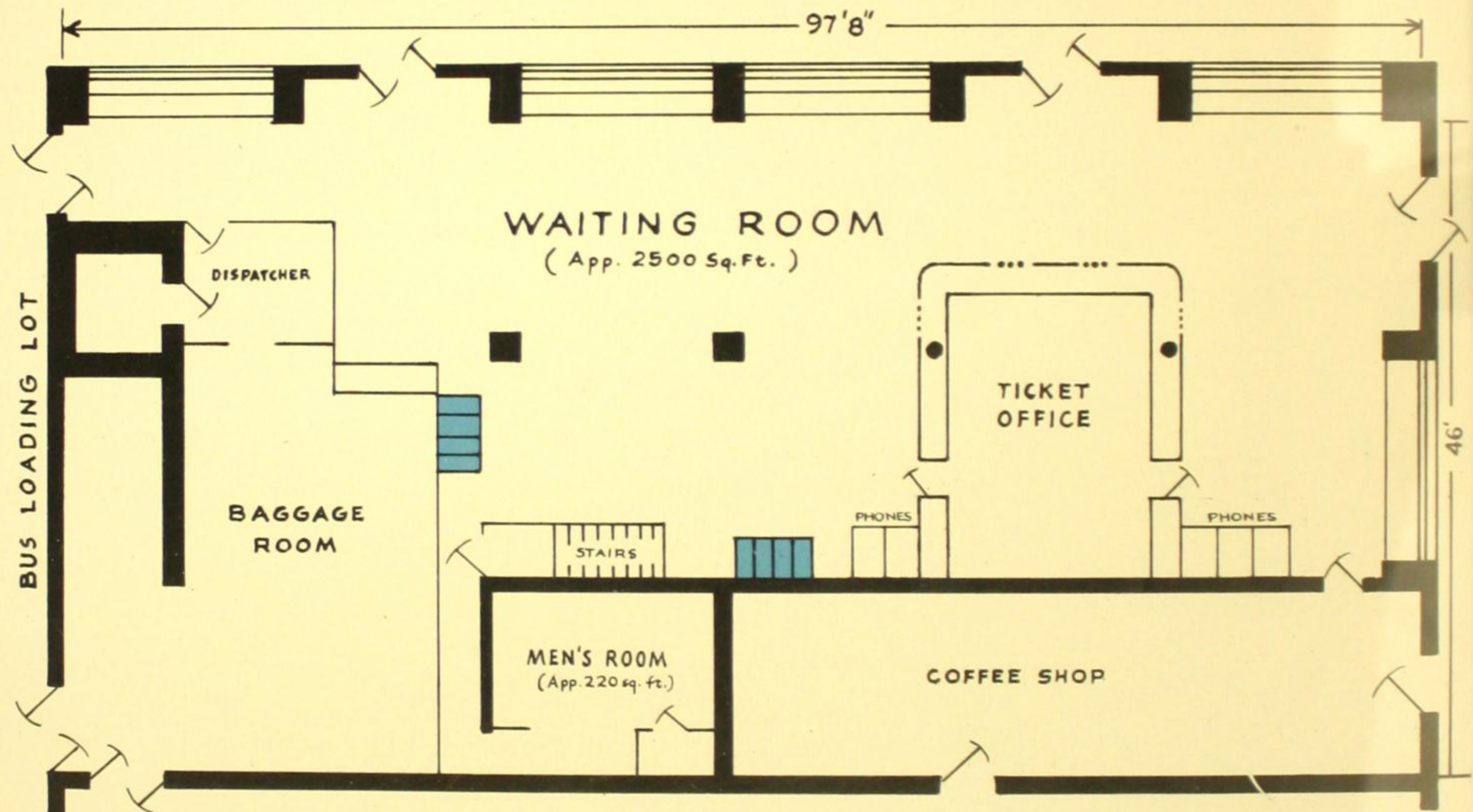
The Restaurant has plaster walls and a beaver board ceiling. Its counter top and booth tops are linoleum covered. The color scheme is blue, grey, and ivory.

The Express and Baggage Room is at the rear of the Waiting Room. Also at the rear of this room is a stairway that leads to the Women's Rest Room on the mezzanine.

The Depot has a modern Men's Room with showers and shine stand.

Sixteen Self-service Parcel Checking Lockers of the American Locker Company are located between the phone booths and the mezzanine stairway. Another 16 such lockers are next to the baggage counter.

This Station confirms the belief of Trailways that — "An attractive modern Terminal where passengers are made comfortable and given the right type of service represents one of the best forms of advertising any line can undertake."



From a simplified floor plan specially drawn for this book by Burlington Trailways, Denver, Colo.

● American Parcel Checking Lockers are shown in blue.

BALTIMORE GREYHOUND TERMINAL

Baltimore, Maryland

BALTIMORE, Maryland, the city of aristocrats, intellectuals, and spacious mansions, is also noted for its picturesque red brick houses, row on row, — with scrubbed white steps lining the narrow streets of the old town. Then there are miles of yellow brick houses and crooked alleys with their odd names.

Baltimore is the home of many things, people, and places. Outwardly it is an old city gone industrial. But inwardly it is one of the last refuges of a way of living and a mode of thinking. Both of these latter Baltimorean customs have disappeared almost everywhere in the United States. Commercialism has practically swallowed them whole.

Baltimore is the home of H. L. Mencken and shelters the grave of Edgar Allan Poe. Within its limits is one

of the world's most famous medical schools, Johns Hopkins University.

Sixth among the ports of the world, the city is midway between the North and the South on the main highway along the Atlantic coast. While it looks to the South for its traditions and customs, it clings closely to the North for its commerce and industry.

Throughout the 19th century, Baltimore kept growing as a trading center. The growth of industry soon started to make itself felt here, and soon the city was the center of the straw hat industry, the center of food

canning in America, an important manufacturer of steel ships, clothing, chemical fertilizer, iron and steel products, oyster packing, plus the location within its boundaries of one of the largest sugar refineries on the Atlantic coast. Today, Baltimore is also the leader in the corporate bonding business.

One of the country's smartest-looking Greyhound terminals is located in the city of Baltimore. Situated on the busy North-South meeting-point of transportation, the Terminal's strategic position has taken on great importance during wartime. The tremendous amount of traffic has admittedly put a heavy strain upon terminal and bus facilities, yet the vision of the men who foresaw the need for a new depot has enabled present-day operations to function smoothly and efficiently with a minimum of delay and inconvenience.



PHOTO BY J. H. SCHAEFER & SON, BALTIMORE



PHOTOS BY THE HUGHES CO., BALTIMORE



Two Views of the Modern Waiting Room

BALTIMORE GREYHOUND TERMINAL

BALTIMORE, MARYLAND

Population 859,100

Architects: WISCHMEYER, ARRASMITH & ELSWICK, Louisville, Ky.

Services: Pennsylvania Greyhound Lines, Richmond Greyhound Lines, Blue Ridge Lines, Eastern Trails, and the Maryland Coach Company.

The ultra-modern Baltimore Terminal is located at the corner of Howard and Center Streets. In design it is simple, yet imposing, because of its sheer lack of clustering signs and ornaments that are ordinarily used to face many of the old-time terminals. Its interior is arranged for the best interests of passenger comfort — again with the keynote on simplicity and practicality — and a harmony of design to bring out the finest in interior decorating.



Structural Details and Facilities

EXTERIOR. The facade of the building is white, with a terra cotta trim. The structure is an "L" type unit, with a saw-tooth loading platform.

On the east elevation, dark brick, stone, and terra cotta are used. Stone is also used for window sills and coping. A metal hanging gutter is over the mezzanine.

All windows on all elevations have a 2½" radius at the jambs and one inch in face brick walls. Steel projecting sashes are employed with porcelain enamel mullions.

The base of a vertical porcelain enamel sign joins the marquee over the main entrance. Porcelain enamel is also used for the marquee.

A large, square column faced with terra cotta is centered outside the main entrance.

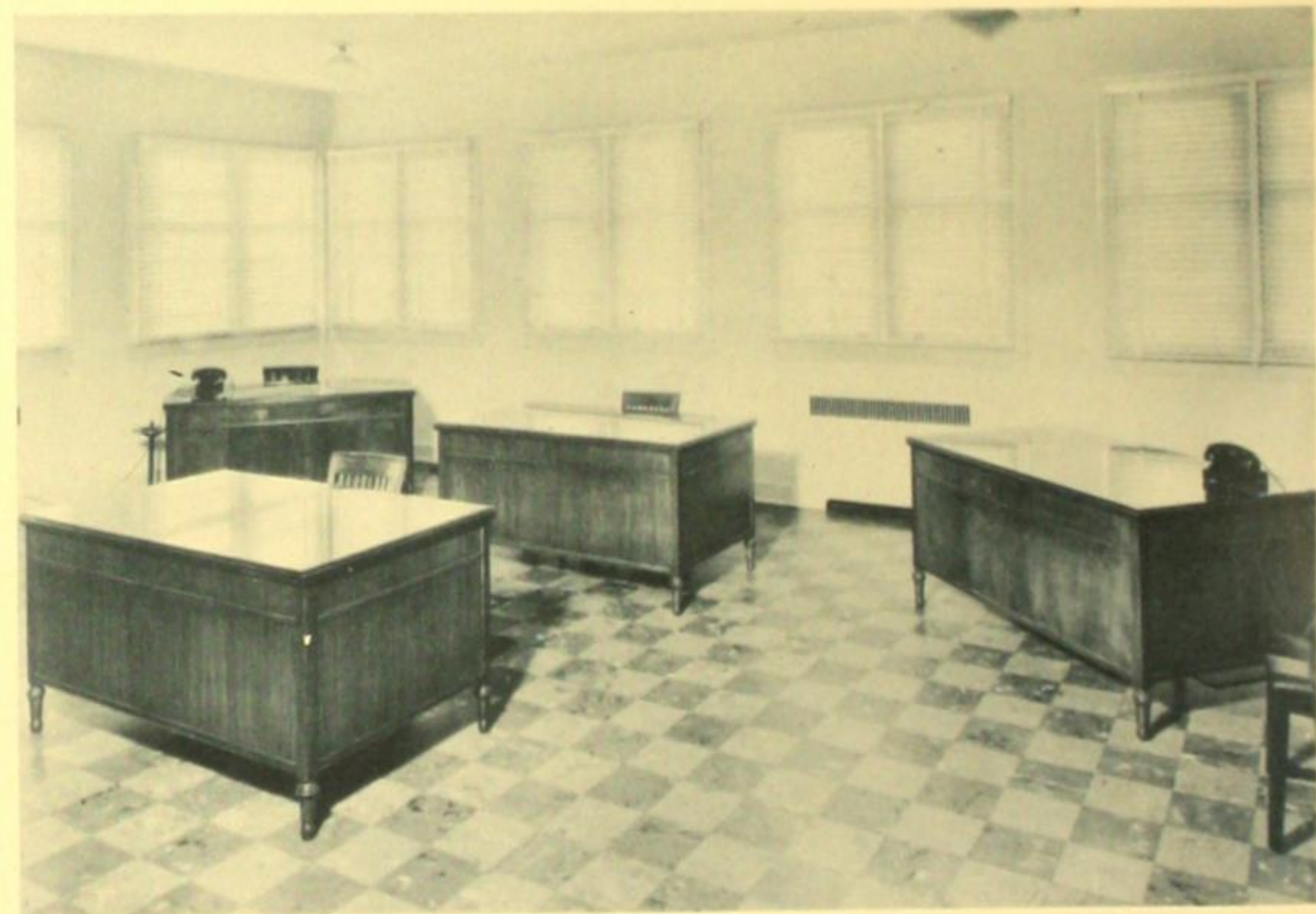
Stone ornamentation, in white, and trimmed with terra cotta, runs along the top of the east and west elevations.

The GREYHOUND sign is neon-lighted.

American Self-service Parcel Checking Lockers are Recessed in the Baltimore Terminal.



The Modern Telephone Room



One of the Executive Offices

A continuous expansion joint runs between the driveway and concourse as well as between the concourse and walls.

INTERIOR. The interior of the Waiting Room has a patterned terrazzo floor in light and dark squares. This same type flooring is laid in the Restaurant. Tile floors and wall bases have been put in the toilets.

Terrazzo bases with plaster walls predominate in the depot. The wainscot is burlap and painted pink. Against this pink color is the plastered suspended ceiling, painted cream and set with fluorescent lights.

New walnut benches in the Waiting Room replaced old ones, while the Restaurant and Lounge have been furnished with dark brown leather and chrome trim seats. Approximately 95 persons may be seated in the Restaurant. This room has been constructed and done over in the same motif as the Waiting Room.

The Ticket Office features built-in cabinets. The walls of this room have flush wood doors for the cabinets against them, sliding wood sashes above the cabinets, and removable plywood panels.

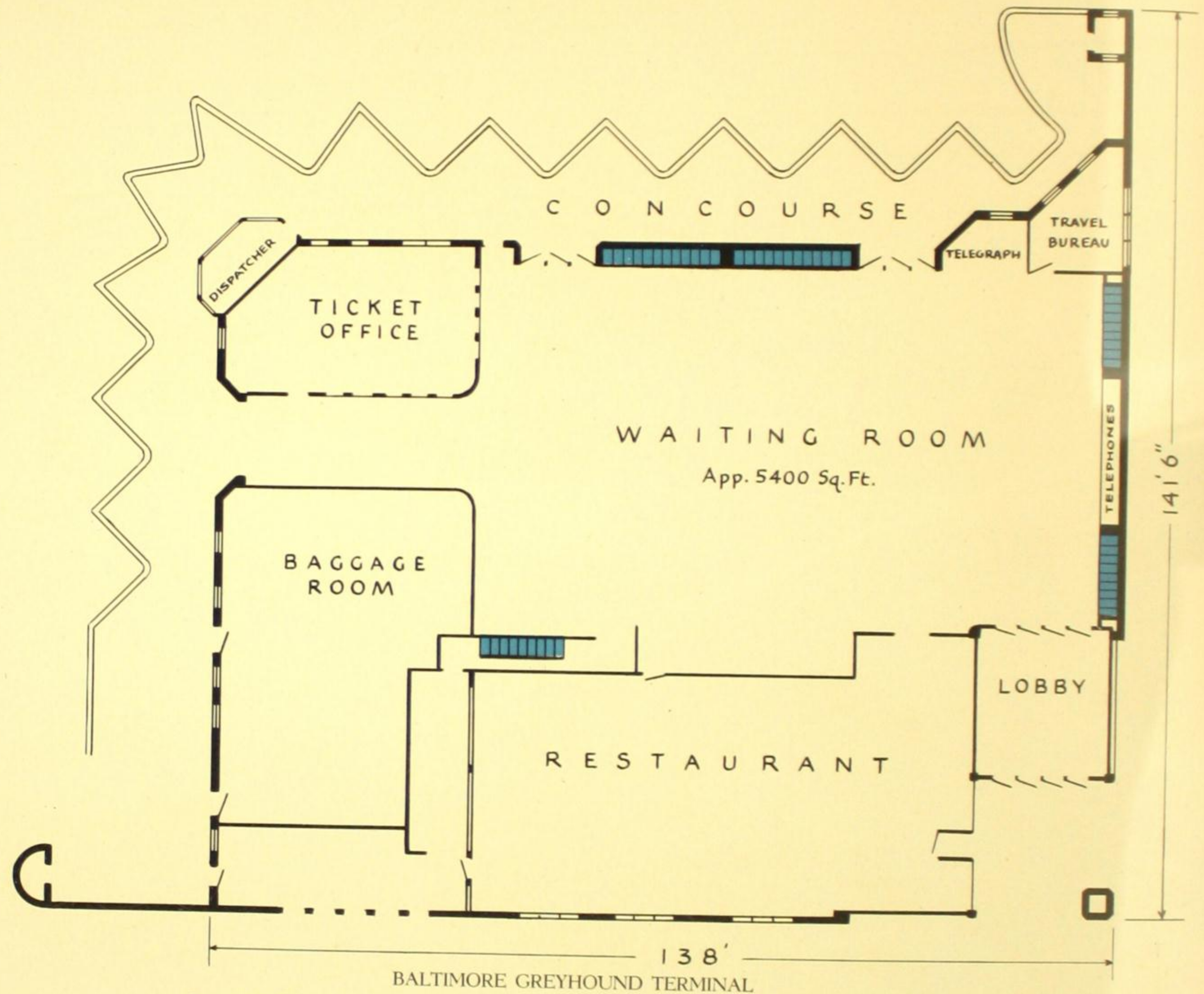
Large plaster letters on the Waiting Room walls mark the various facilities throughout the area. Wood trim is used above and below the 1' 6½" panel for signs.

The mezzanine section contains Rest Rooms and Executive Offices. A steel stair with a metal rail leads to this section. Rest Rooms are comfortably furnished and modernistically designed. Well-lighted Executive Offices have their windows covered with venetian blinds. The Telephone Office on this same floor has a large desk with six dials and switches set in the middle. The outer edge of the desk has been grooved so that six chairs fit into these niches, and beside each chair there is a cabinet with a drawer and shelves. This cabinet also serves as a table leg.

Self-service Parcel Checking Lockers are recessed in the Waiting Room. A total of 72 such lockers are evenly divided on each side of the phone booths, with 36 in each group. Another set of 96 Parcel Checking Lockers are recessed in the Waiting Room wall to the left of the main entrance. Another 36 Lockers are in the hall near the Baggage Room.

A new forced air and steam heating plant is located in the basement. Radiators throughout the building are recessed.

Thoroughly modernistic in every detail, this new terminal serves the field of transportation as a fine example of recent progress made in this industry.



A simplified floor plan from blueprints furnished by Wischmeyer, Arrasmith & Elswick, Louisville, Ky.

• American Parcel Checking Lockers are shown in blue.

TWO MODERN NEW BUS STATIONS

Dayton, Ohio

ONE of the most attractive cities, fifty miles north of Cincinnati, is Dayton, Ohio, at the forks of the Miami River. For more than one hundred years the city was constantly battered by floods, until its people finally curbed the rampaging river with a series of protective dams. Today, twenty bridges span the tamed waters.

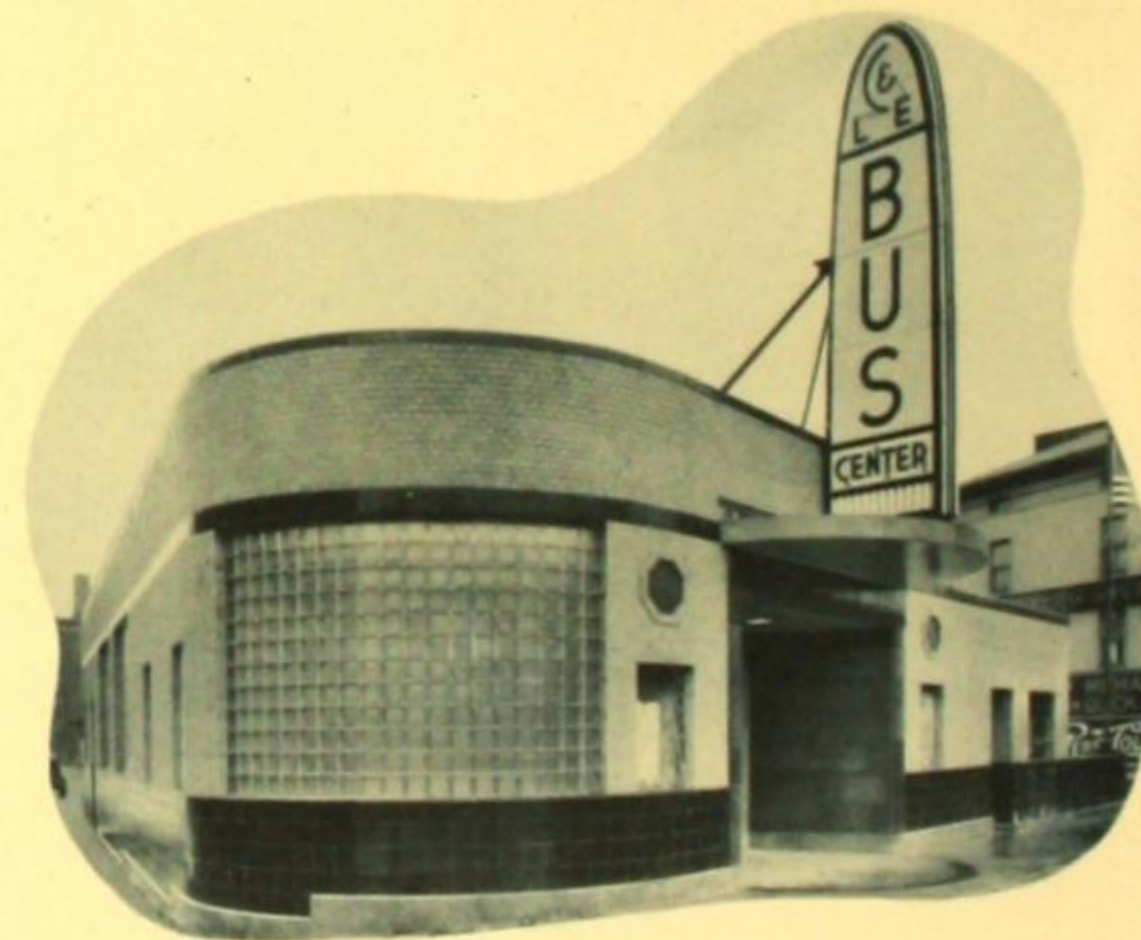
Ten miles south of U. S. 40 (the old National Pike), Dayton has vastly improved its transportation system with a network of twelve arterial roads, and many lesser ones, that converge upon the city from all directions. Traffic along these roads is quite different from the types generally found moving toward heavy industrial centers, for most of Dayton's factories are of the light-industry, precision types that make cash registers, elec-

tric refrigerators, and bike products. They create little smoke, noise, or nuisance, and many of them are on beautifully kept grounds, which, together with the extensive park system make Dayton spacious and uncrowded.

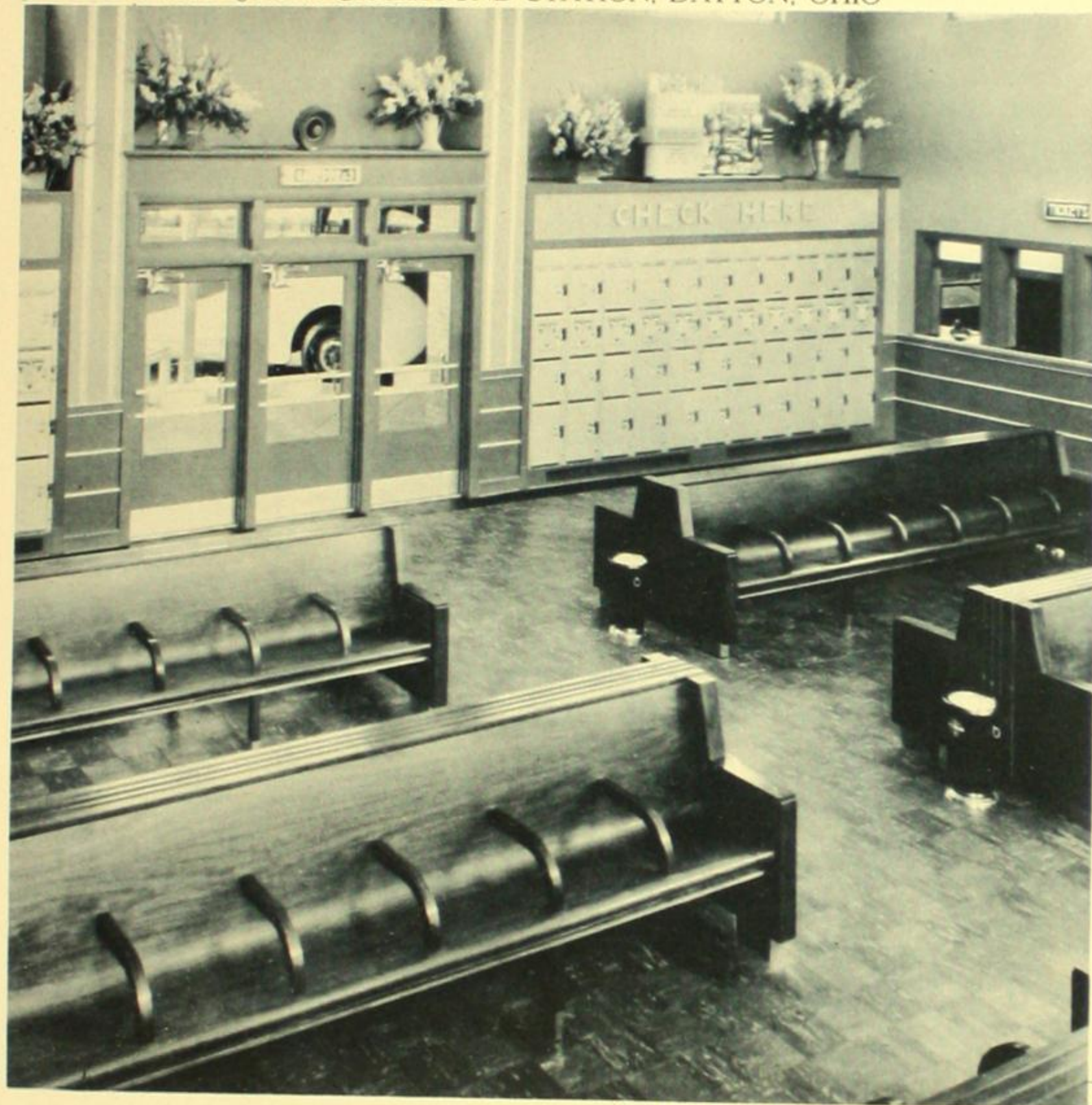
It is interesting to note the part Dayton has played in the field of transportation. The Ohio Guide, written by the Ohio Writers' Project, relates:

"... in 1898 ... Wilbur and Orville Wright were still tinkering with an idea. ... A local inventor, Dr. L. E. Custer, built an electric runabout in 1899, and three years after as many as four gasoline buggies could be seen on the streets in the course of a few hours. ... Charles F. Kettering came to Dayton fresh from college in 1900 and got a job at the cash register plant. Three years later he fashioned the gadget that became known as the automobile self-starter."

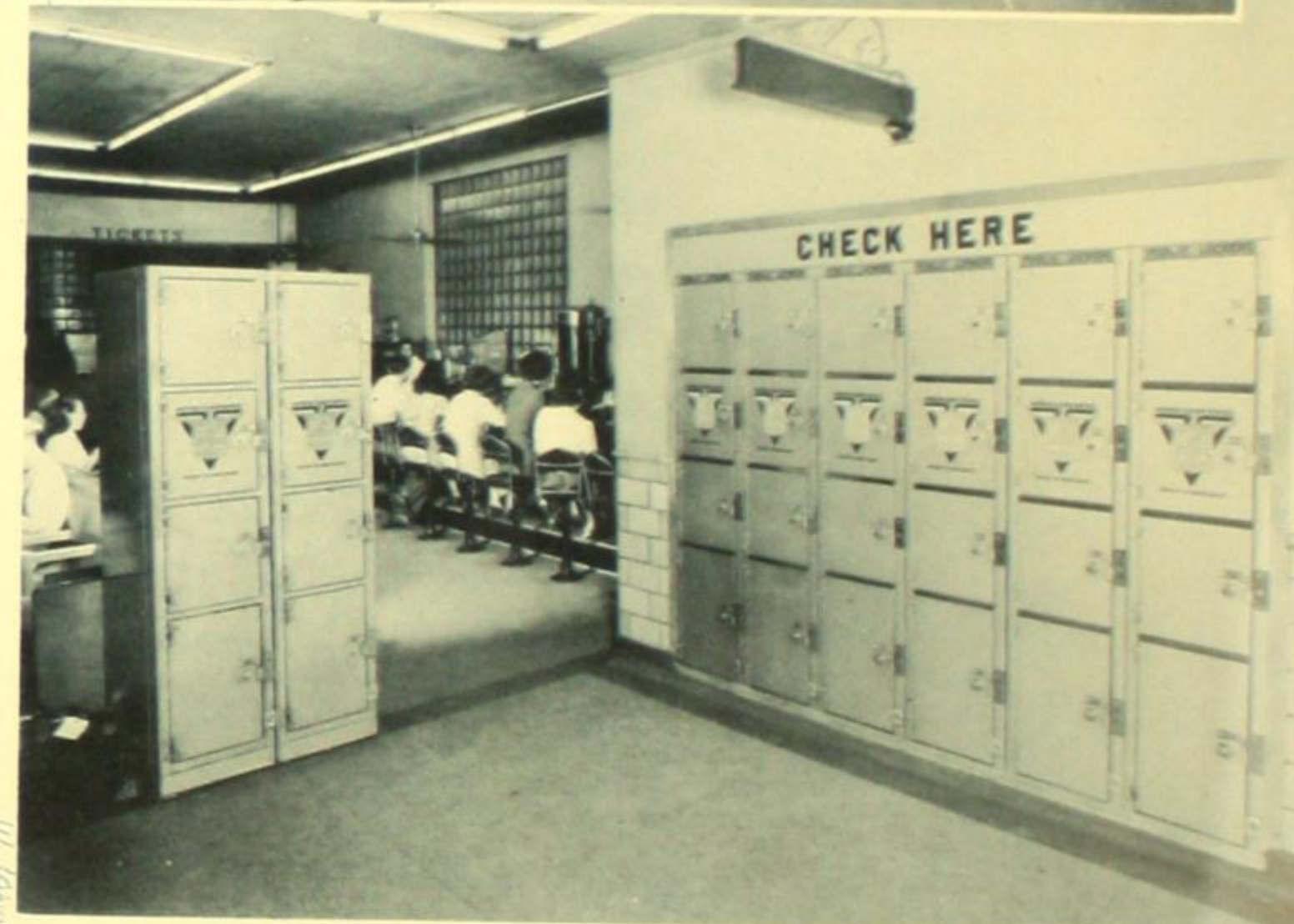
Two major bus terminals serve Dayton today: the Greyhound Terminal and the Cincinnati & Lake Erie Transportation Company. In place of the "four gasoline buggies that could be seen on the streets in the course of a few hours," one of these terminals alone handles an approximate 142 schedules daily. These Stations are two of the finest in the country for their size. In construction they have avoided ugly angular lines to make the exterior appearance pleasing and chic. Their interiors are freshly designed, catering to the tastes of the traveling public. Both structures have made the most of thoughtful designing and the installation of improved facilities.



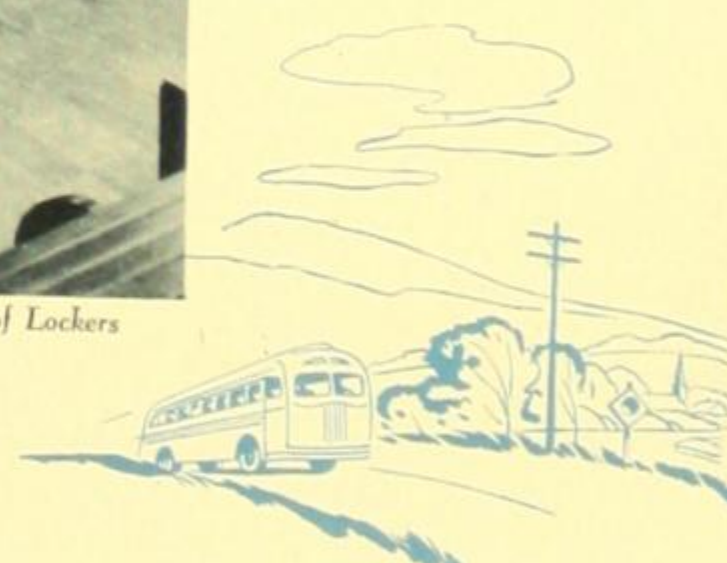
Entrance to Waiting Room GREYHOUND STATION, DAYTON, OHIO



See Floor Plan for present arrangement of Lockers



Waiting Room (above) and Parcel Checking Lockers
CINCINNATI AND LAKE ERIE TRANSPORTATION CO., DAYTON, OHIO



GREYHOUND BUS STATION

DAYTON, OHIO

Population 210,718

Architects: WISCHMEYER, ARRASMITH & ELSWICK, Louisville, Ky.

Associate Architects: WALKER, NORWICK & TEMPLIN, Dayton, Ohio.

Services: Great Lakes Greyhound Lines, Pennsylvania Greyhound Lines, Dayton & Southeastern Lines, Greenville-Dayton Transportation Company, King Brothers Lines, Ohio Bus Line Company, St. John's Transportation Company.

Completed in 1940, at a cost of \$155,000, this Dayton, Ohio, Greyhound Terminal operates with an approximate 142 schedules daily. Its smart design allows for an attractive blending with the general architectural scheme of Dayton, giving the terminal an important setting in the community.

Structural Details and Facilities

Reinforced concrete is used throughout: foundation walls, concourse platform, column footings and piers, basement floor slab, first floor slab, second floor slab, and basement walls. The section of bus roadway next to the concourse is also of reinforced-concrete and the rest of the bus roadway's surface is of black top paving.

The first and second floors and the roof are supported by steel bar joists. The framing of columns and beams is done with structural steel.

EXTERIOR. The facade of the building is finished in Indiana limestone and trimmed in dark and light blue terra cotta. The rear elevations are faced with brick.

The large, beautiful sign above the entrance is porcelain enamel trimmed with aluminum. The same materials are used for the marquee.

All coping is of terra cotta.

Transom sashes over all doorways are wood. Pipe bumpers protect the plate glass on the doors.

All 4 elevations of the building make use of steel projecting window sashes and stone sills.

The chimneys are of brick with metal louvers.

On the east elevation 12" x 12" glass blocks are set between 2 steel projecting window sashes. Here again the entire length of the sill is of stone.

INTERIOR. The terminal Waiting Room is equipped with walnut benches on an asphalt tile floor of light rose and gray color blending with the color scheme of the burlap wainscoting and the plaster

and burlap walls. The Waiting Room walls are painted buff and pink.

The cream colored ceilings are of plaster and lighted by fluorescent fixtures.

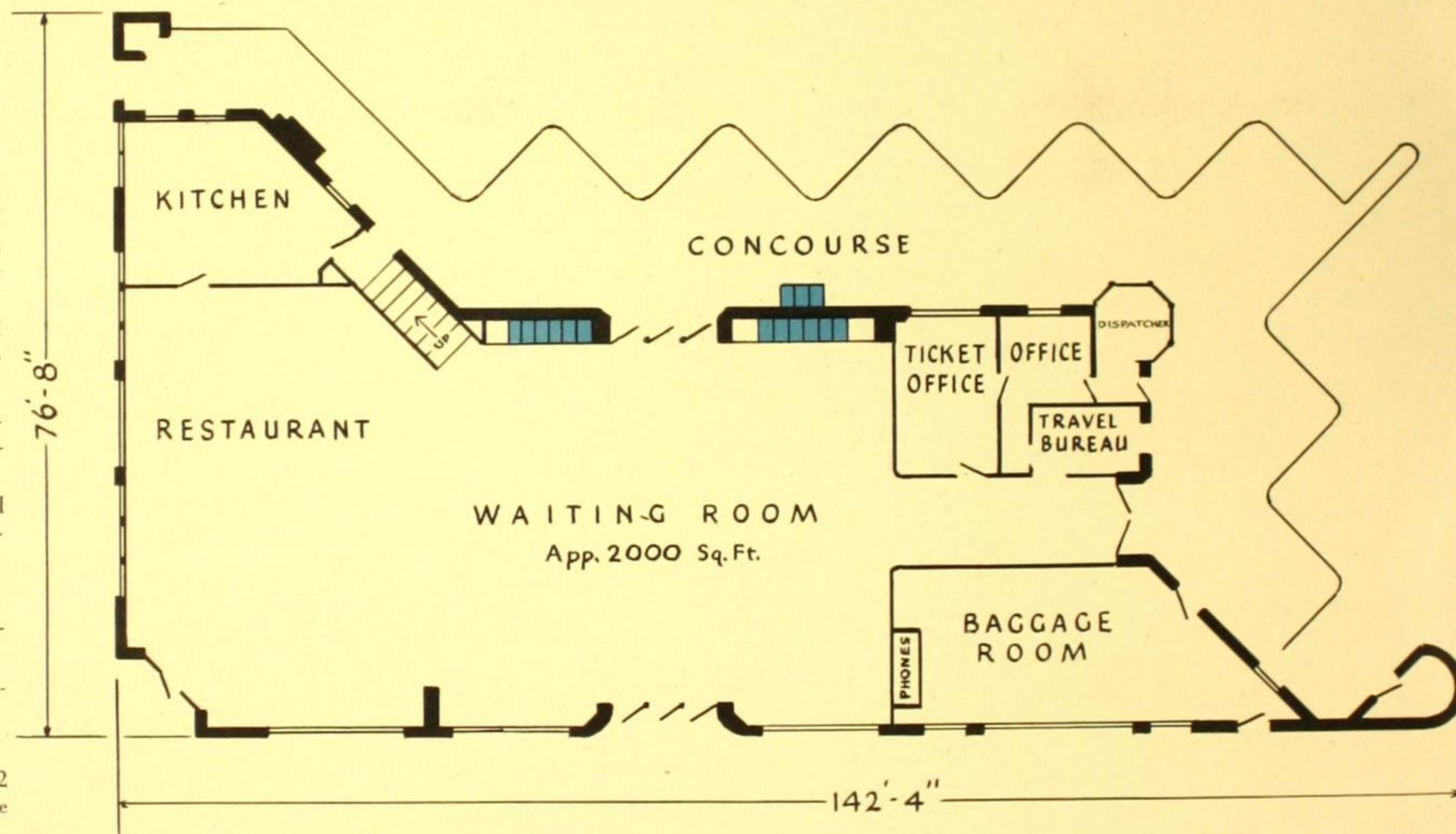
Built-in ticket cabinets are featured in the ticket office, and the counter finish for the office is linoleum.

The Restaurant, with a seating capacity of about 60, was constructed as part of the Waiting Room and uses the same materials and color scheme as the latter. The one exception is that dark blue leather upholstery is used in the Restaurant—and Lounge—instead of the bare walnut benches.

A steel stairway located next to the Parcel Checking Lockers leads to the second floor.

The elevation of the Waiting Room looking east has a large disc of blue flashed glass in a zinc frame above the doorway. In the center of this disc is a white greyhound. Below the greyhound are zinc muntins set in a steel sash section.

Attractive modern steel Parcel Checking Lockers are recessed on both sides of gates 2 & 3. There are 12 Cabinets providing 48 compartments for convenient checking. Three Cabinets (12 Lockers) are on the loading platform. These Locker cabinets are also close to the Ticket Office, providing ready accommodations for the traveler.



A simplified floor plan from blueprints furnished by Wischmeyer, Arrasmith & Elswick, Louisville, Ky.

● American Parcel Checking Lockers are shown in blue.

C. & L. E. BUS STATION

DAYTON, OHIO

Population 210,718

Architects: W. RAY YOUNT, Dayton, Ohio, and J. E. AGENBROAD, Dayton, Ohio.

Services: Cincinnati & Lake Erie Transportation Company, Dayton & Xenia Motor Bus Company, King Brothers Lines, and the Springfield-Xenia Transportation Company.

This new terminal represents the passing of an old landmark. The old wooden passenger station of predecessor companies had occupied the site of the modern station at

Third St. and Patterson Blvd. for one hundred years. There is an excellent opportunity for contrast between the present structure and the defunct railway system plus the old Miami-Erie Canal that were alongside the spot now occupied by the Cincinnati & Lake Erie Bus Company.

Structural Details and Facilities

The construction has a concrete foundation with reinforced concrete first floor, structural steel roof frame, and a 2" wood roof deck. The loading platform is of the saw-tooth type. This terminal also has the advantage of having the bus garage located close at hand, eliminating a great amount of deadheading.

EXTERIOR. Tan brick and glass blocks, with black marble trim, make the exterior appearance of this terminal especially trim and pleasing. Unpleasant angular lines have been avoided, giving way to graceful curves. Even the large sign fronting the entrance carries the curve theme. Neon lighting is used to illuminate the letters of the sign. Below the sign is a curved marquee.

Two display and advertising windows are situated on each side of the main entrance.

INTERIOR. The walls and partitions are made with glazed tile and the exterior of the walls are glazed tile and buff brick with a granite base and glazed tile coping. The tile is light green, paneled with silver grey wood and chrome trim.

The terrazzo floor is marked off in squares with aluminum strips.

A new type, light colored, noise-absorbing ceiling material not only cuts noise, but makes the most of the fluorescent tube lighting system. This lighting gives almost daylight brilliance at night, and has removed objectionable glare.

Six cabinets with 24 Parcel Checking Lockers are located opposite the phone booths and 2 cabinets with 8 Lockers close to the Waiting Room benches. Both sets of Locker Cabinets are adjacent to the Restaurant.

Wood framing and furring is used at both ends of the Ticket Office counter. Within this office the lighting panel cabinet is also located.

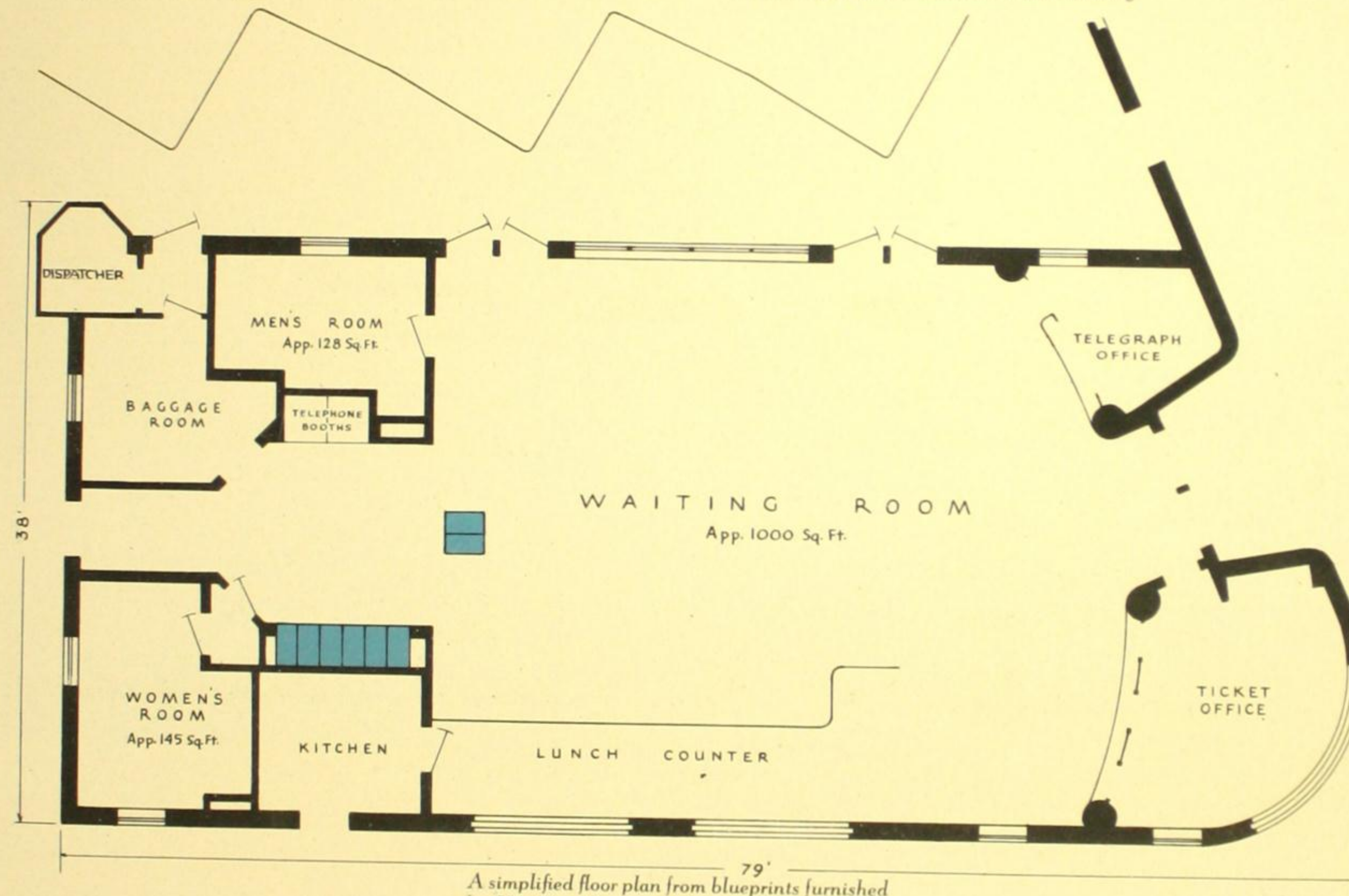
The loud speaker is situated above the doorway between the Ticket and Telegraph Offices.

Electric fans are suspended from the ceiling above the lunch counter.

Flush metal partitions are used in the Women's Toilet.

The building is heated by means of steam secured from the Dayton Power and Light Company using unit heaters as blowers for circulation.

Both the Greyhound and Cincinnati & Lake Erie terminals are representative of the progressive measures being taken in modern terminal construction. Their clean cut functionally smart appearance inside and out harmonizes with a city of beautifully kept grounds and buildings.



A simplified floor plan from blueprints furnished by W. Ray Yount, Architect, Dayton, Ohio.

● American Parcel Checking Lockers are shown in blue.

NORTHLAND GREYHOUND TERMINAL

Minneapolis, Minnesota

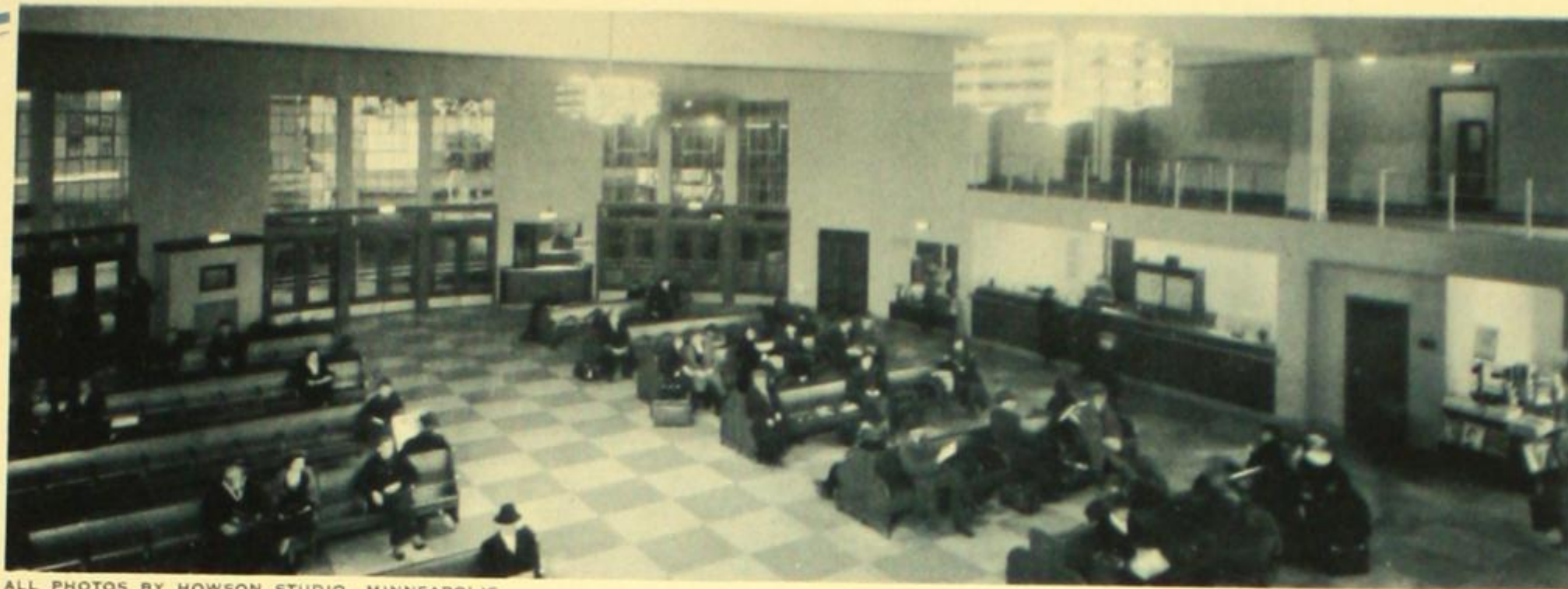
MINNEAPOLIS, Minnesota, ranks as the largest city of its state and fifteenth among American cities. But its chief claim to fame and fortune originates with the great flour mills and their towering elevators. For the city is indeed the breadbasket and grain mill of the nation. It is, moreover, with its Federal Reserve Bank, the financial capital of the Northwest. Although not yet ninety years old, Minneapolis boasts more than one hundred industries.

Despite its modernization and rapid advance, the city still clings closely to the soil. A not uncommon sight is that of farmers in overalls or wide-checked mackinaws strolling down the most fashionable streets or through the business section with its massed office and commercial buildings. In these farmers, and almost as much so in the executives, Minneapolis reflects the vigor of its founders. Such people are proud of the sturdy, clean stock from which they descended. They love plenty of room, and statistics show that the city averages twelve persons per acre and one park for every ninety-two of its inhabitants. Nor have they omitted the pursuit of education, for their State University is third in total registration in the United States.

As a transportation center, Minneapolis has six U. S. Highways and ten State Highways entering the city. Over these roads roll the buses of Northland Greyhound headed for a Terminal that is conceded to be one of the smartest in the United States. This Greyhound Terminal was built at a cost of half a million dollars with first-class facilities available to all patrons. Yet a sharp increase in traffic soon necessitated further changes and a rearrangement of public facilities to combine economy of management with increased good will on the part of the public. The Terminal is marked today by its brightness, its atmosphere of comfort, and its administrative efficiency.

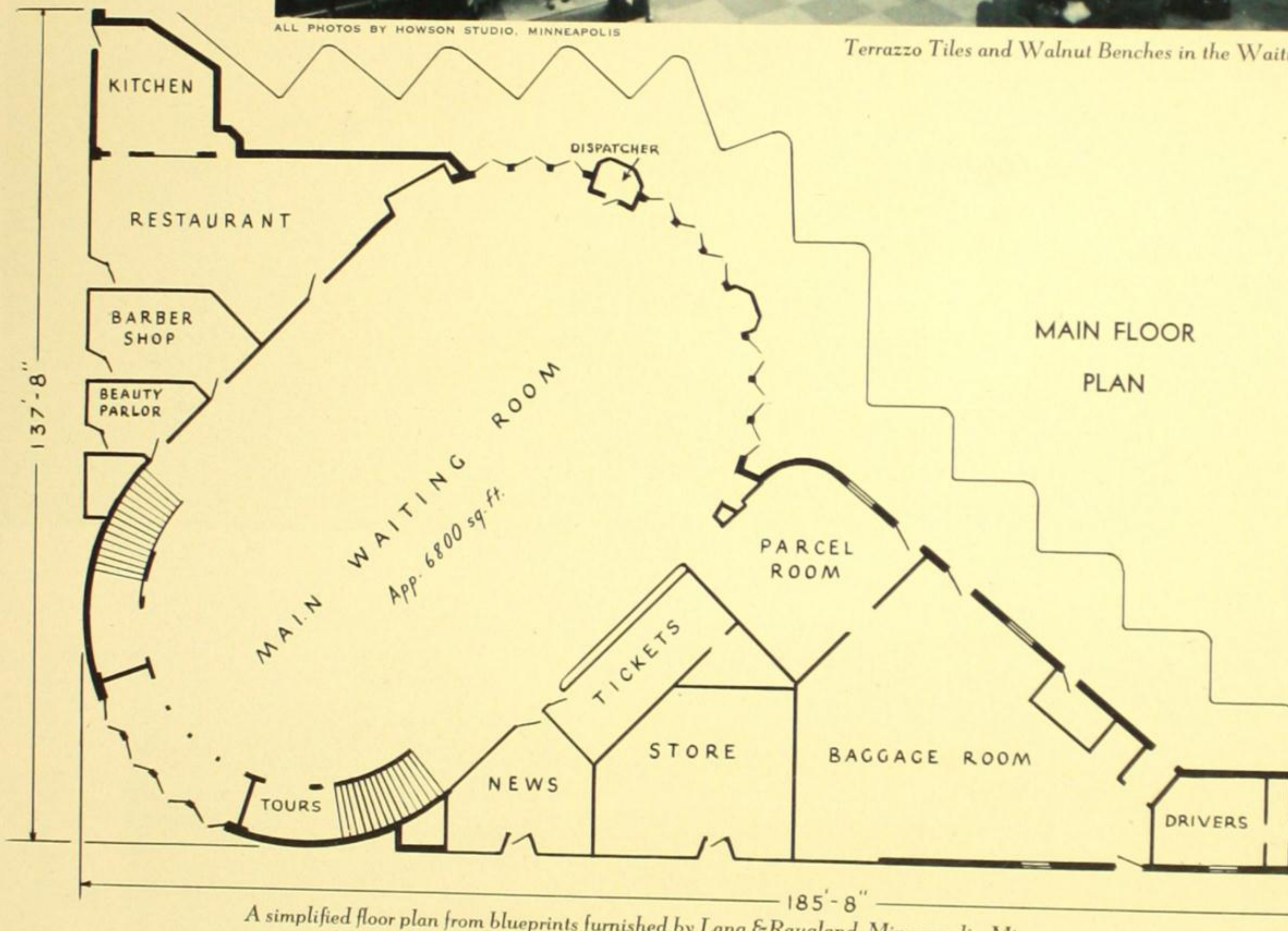
The Ultra-Modern Air-Conditioned Waiting Room





ALL PHOTOS BY HOWSON STUDIO, MINNEAPOLIS

Terrazzo Tiles and Walnut Benches in the Waiting Room



A simplified floor plan from blueprints furnished by Lang & Raugland, Minneapolis, Minn.

NORTHLAND GREYHOUND TERMINAL

MINNEAPOLIS, MINNESOTA

Population 492,370

Architects and Engineers: LANG & RAUGLAND, Minneapolis, Minn.

Associate Architects: THOMAS W. LAMB, INC., New York City.

Services: Northland Greyhound Lines, Jefferson Transportation Co., and the Zephyr Lines, Inc.

Structural Details and Facilities

This Terminal, one of the largest "L" type units in the country, uses reinforced concrete for the foundation walls, retaining walls, piers, buttresses, columns, floor slabs, stairs, footings, and roof deck.

In the framing of columns, beams and grillages, structural steel is used.

The bus lane is completely covered, but unheated. The platform is approximately 10' wide to the base of the saw-tooth loading docks, where 11 buses may be accommodated at once.

The original building was a group of one-story store buildings. Part of the foundation of this old group was used, but practically nothing above the first floor line.

EXTERIOR. The street front is of blue enamel face brick, and the coping is blue terra cotta. The bus lanes have buff-colored face brick from the pavement to a height of 7 feet.

The construction of the marquee is of standard gauge galvanized steel and sheet metal, while the ceiling of the marquee is of standard gauge galvanized steel, moulded and die-press-ornamented.

On each end of the curved front is a large vertical greyhound sign with 3 white porcelain enamel greyhounds spaced evenly between. Above the greyhounds is a Northland Greyhound sign with porcelain enamel metal letters.

Glass windows are used extensively both on the lower level doors and sides and for the second floor windows running almost the entire length of the building.

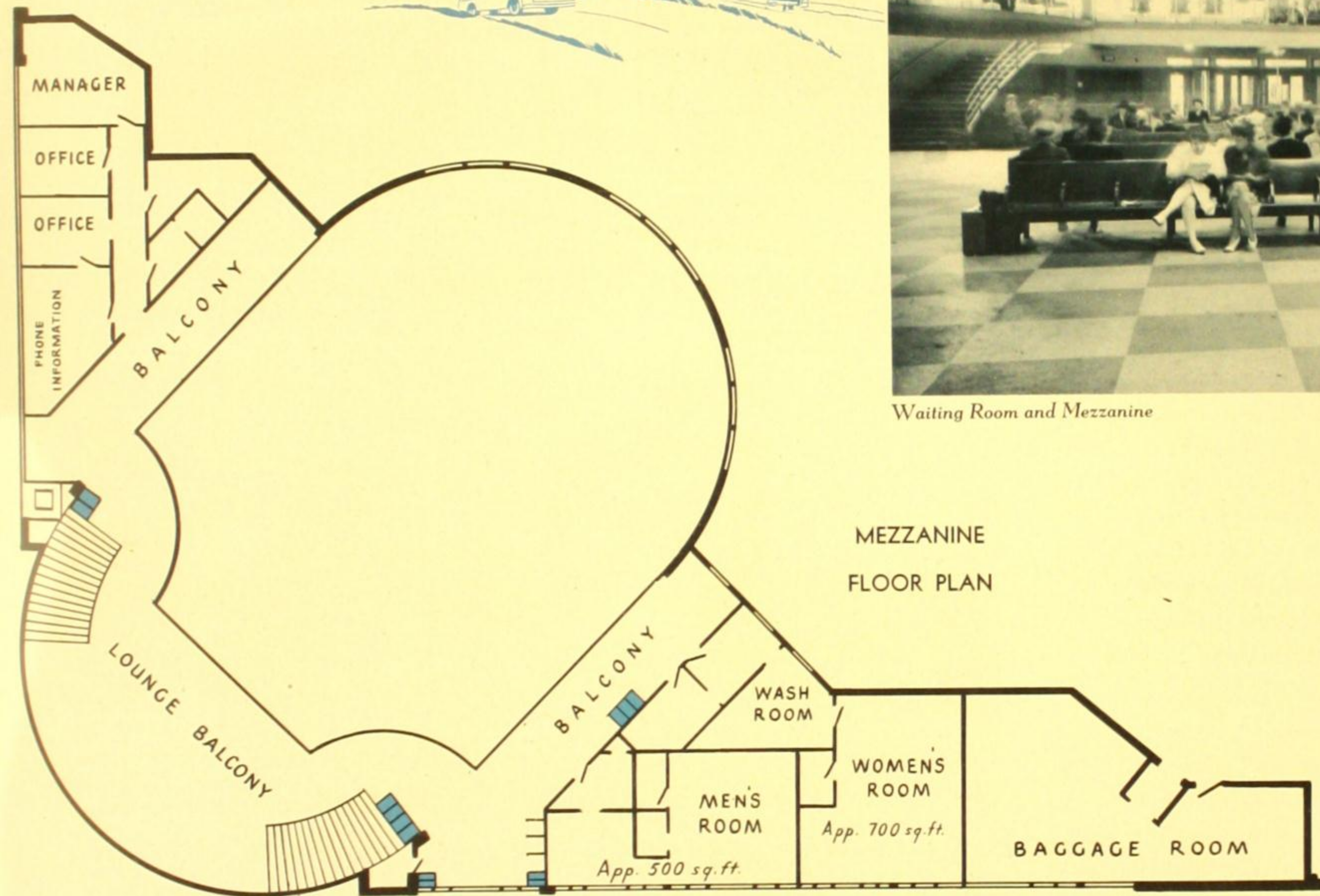
INTERIOR. The Waiting Room, measuring approximately 105' x 70', is entirely air-conditioned. It is oval in shape and at an angle of 45° to the corner of 1st Ave. North and 7th St. North. Seats in the Waiting Room are of walnut, made in double benches 16' long.

Hollow clay tile with a plaster-finish coat make up the interior partitions. The walls are painted a light tan.

Plaster on metal lath is used for the ceiling.

Gray and blue 3" squares of terrazzo with white marble chips are used in the Waiting Room, Barber Shop, Dining Room, Kitchen, and Travel Service Room on the main floor. The stairways, and all washroom and toilet room floors on the mezzanine section are also of terrazzo. The mezzanine floor is asphalt tile.

Tile wainscots are used in washrooms, toilet rooms, and shower rooms. The rest rooms are finished with glazed ceramic tile in blue



Waiting Room and Mezzanine

and white pattern for wainscots and floors. There is a curved stairway leading from the Waiting Room to the mezzanine. The railing for this stairway is aluminum and iron.

The information booth is circular with facing and counter top of walnut veneer.

The furnishings on the mezzanine floor are steel tubular, chromium plated. The handrail is of aluminum and wrought iron.

Twenty-four Parcel Checking Lockers are located near the stairways, 16 near the phone booths, and 12 are situated near the first aid room.

The building has fluorescent lights with indirect lighting troughs provided at soffit beams.

Water for drinking purposes and for the building's air-conditioning system is supplied from a drill well about 300' deep.

The building is heated by low-pressure boilers with stokers.

Offices for bus officials and the terminal manager are on the second floor.

This attractive Terminal is exemplary of the modernization of terminals throughout the country. In its architectural style, its efficient management, and its cordial treatment of passengers, it ranks among the first in the nation.

A simplified floor plan from blueprints furnished by Lang & Raugland, Minneapolis, Minn.

● American Parcel Checking Lockers are shown in blue.

OVERLAND GREYHOUND BUS DEPOT

Cheyenne, Wyoming

DESPITE modernization in its most streamlined forms, many western cities still retain the distinct personality of their frontier days. Cheyenne, Wyoming, a bus, rail, and air transportation center is a completely modern city. Yet it still retains its western flavor. And proudly so. For Cheyenne is rich in tales of the colorful history of the great wild west. This was the land of the Indian, the Forty-niners, stage coaches, and the Pony Express.

About 100 miles north is the home of "The Virginian", made famous by the novelist, Owen Wister, and in a nearby area were found many prehistoric skeletons. Today the war whoop is still heard in Cheyenne, but only when rodeo time rolls around.

The city is both state capital and county seat. It is located along the route of the famous Overland Trail, whose history has

added many a thrilling page to American folk-lore. On the Lincoln and Yellowstone Highways, Cheyenne is served by the Overland Greyhound Lines. It is, furthermore, a large air and railroad center.

The Bus Depot adjacent to the Union Pacific Railroad Station marked an outstanding advance in facilitating and speeding up the transportation process. Such a tie-up is likely to occur in many cases, particularly in the West in the post war period. This small, but beautifully streamlined station is in complete harmony with the needs of the Overland Trail of today.

Though built before the war it is capable of meeting adequately all demands placed upon it without loss of efficiency or comfort to its passengers. Once again it is an indication of the foresight used by those men who plan the Greyhound program.



Section of Waiting Room

OVERLAND GREYHOUND BUS DEPOT

CHEYENNE, WYOMING

Population: 22,474

Architect: JAMES T. ALLAN, Omaha, Neb.

Associate Architect: WILLIAM DUBOIS, Cheyenne, Wyo.

Services: Overland Greyhound Lines. Interstate Transit Lines.
Union Pacific Stages Inc.

Outstanding features of the plan are the connection with the railroad station; the inclusion of garage facilities for servicing all vehicles; a Dispatcher's Office controlling the loading and unloading activities on the platform; and the provision of a Driver's Room.

Structural Details and Facilities

EXTERIOR. The depot covers 5,616 square feet. The garage covers an area of 9,348 square feet. The station is of the parallel type with

a saw-tooth loading platform. It is a one-story building with steel roof construction.

The concourse is covered by a canopy cantilevered out from the south wall of the Waiting Room. The canopy line is carried around the building by a band of brick laid in rowlock courses with $\frac{3}{4}$ " rusticated joints running horizontally.

Foundation walls, footings and first floor slab are of reinforced concrete.

The exterior of the building has face brick backed with common brick.

The main entrance features curved piers of brick laid in headers, with stone piers and lintel.

INTERIOR. Ceilings are suspended metal lath and plaster.

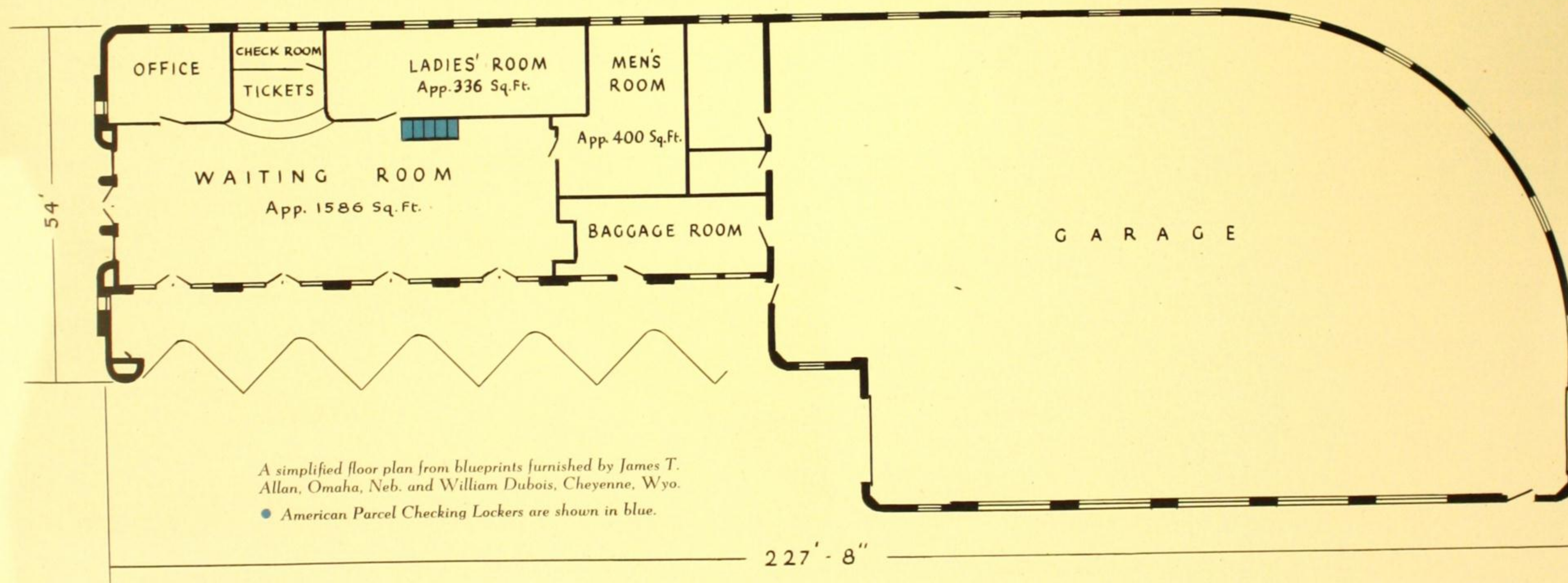
Interior partitions are of hollow clay tile with metal lath and plaster finish. In the Waiting Room itself there is a terrazzo floor, and the walls have linowall wainscoting to the height of the window sill.

The ticket counter is located on the long side of the Waiting Room, opposite the concourse. There is no back bar to the ticket office. Card tickets are kept in metal tubes under the counter and coupon tickets have specially built drawers. Hook type telephones are used, and they are recessed in such a manner that the ticket clerks do not need to turn from a prospective customer to answer the telephone.

Conveniently located close to the ticket office are 5 Parcel Locker Checking Cabinets with 20 lockers available for checking.

Toilet rooms have tile floors and base, with metal type toilet stalls and doors.

This station is indeed a far cry from the stage coaches that once raced their way through the streets of Cheyenne, but just as the city has grown up to meet modern requirements so has transportation. One might indeed pay tribute to such advanced pioneering as Greyhound has done, for it is through efficiency in transportation that cities have been able to take roots and grow.



GREYHOUND BUS TERMINAL

Springfield, Massachusetts

THE metropolis of western Massachusetts is the city of Springfield. Its strategic position as a crossroads of traffic between the New England States and New York City and to the West through Albany, N. Y., make it an important communications and transportation center.

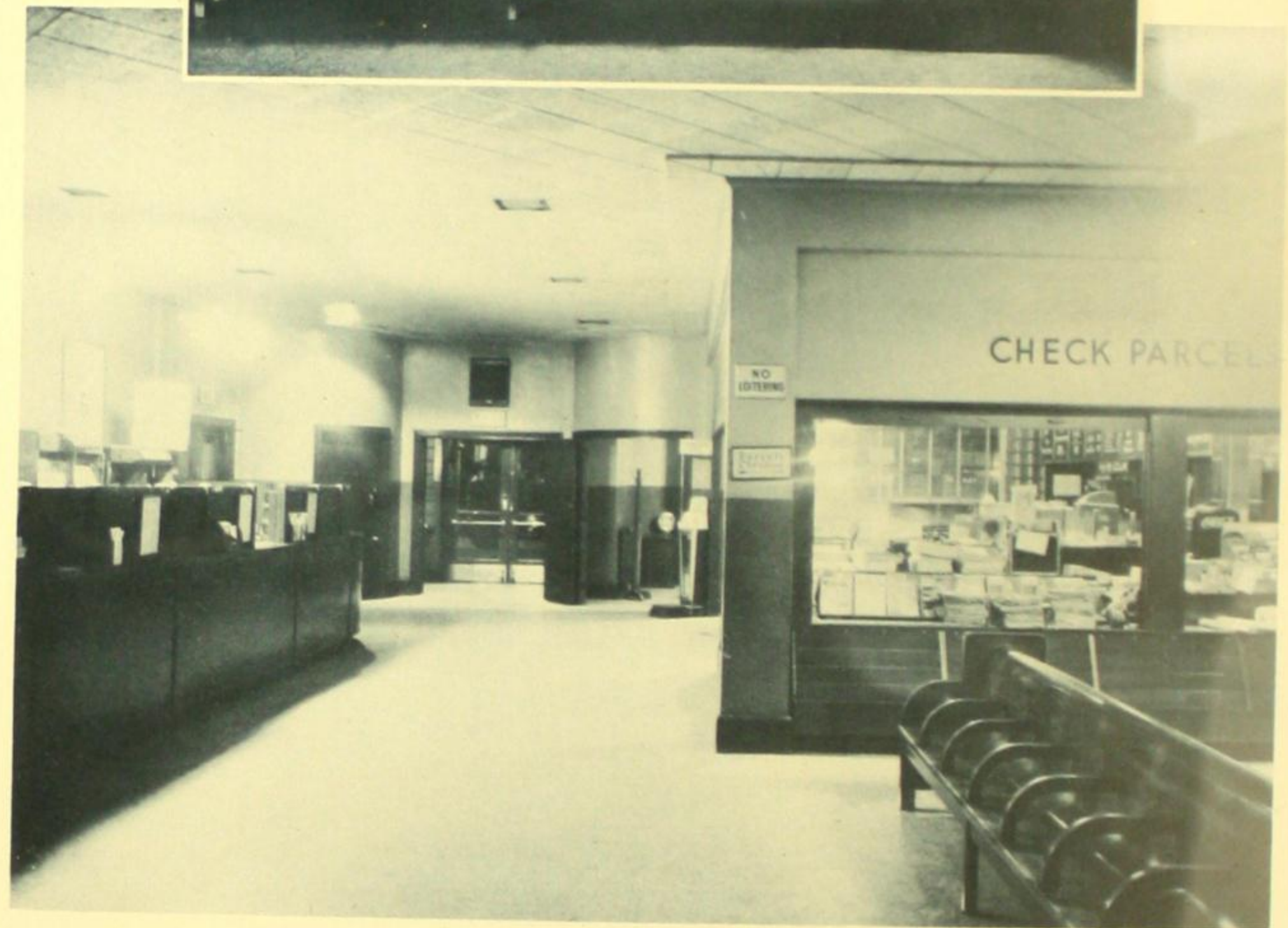
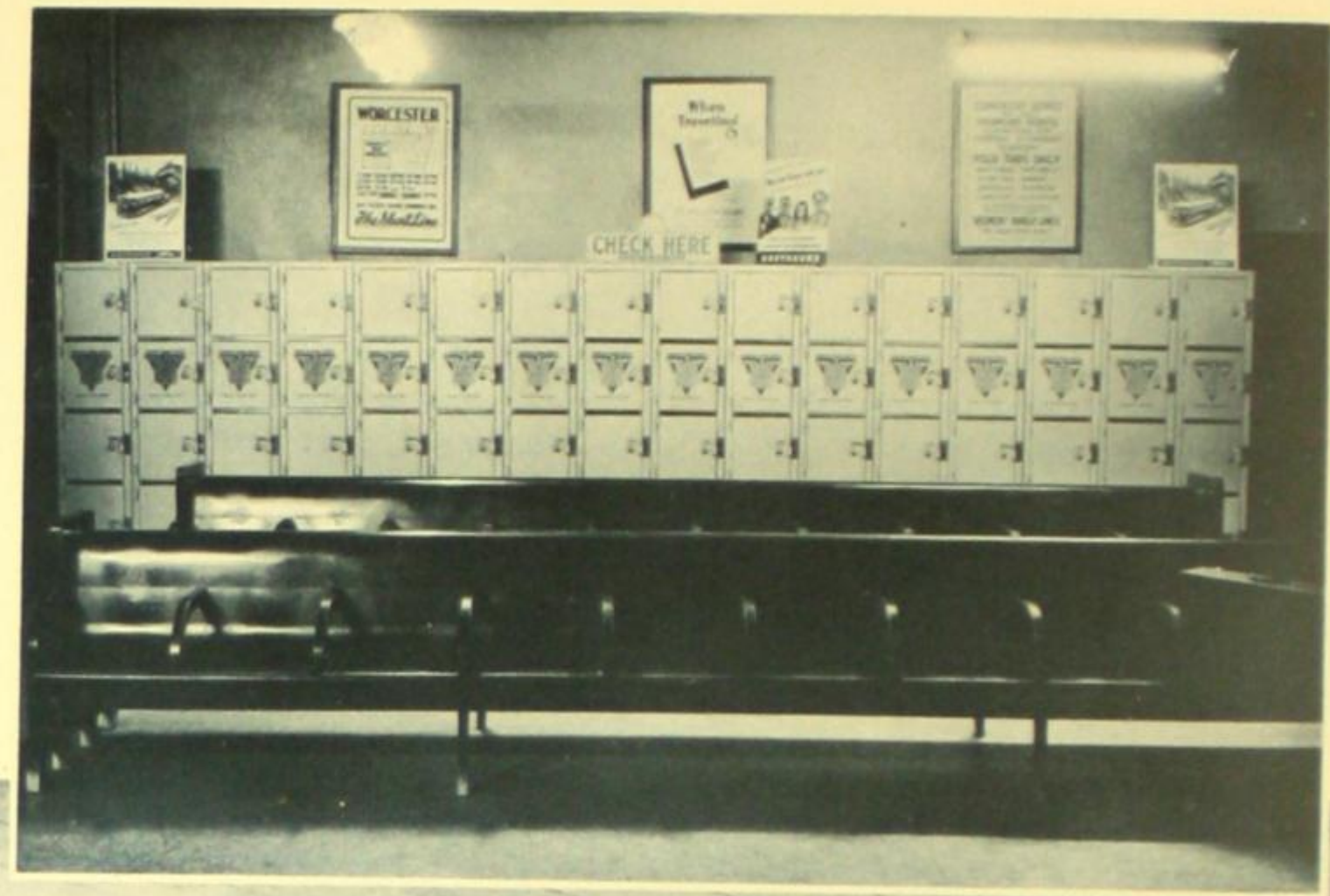
Excellent transportation facilities have lured many industries and business houses to Springfield. The growth of the city has created large merchandising establishments and a fine residential section. Today it is an important center of industry, commerce, and finance. Its interest in music and art has brought a high level of culture to the community.

A fine example of Springfield's prominence in the world of culture is its newspaper, "The Springfield Republican," established in 1824 by Samuel Bowles. The style and liberalism of the paper's editorials have brought nationwide fame to the city.

Springfield's industrial rise stems from about 1890. Today there are tool and machine companies, a nationally known envelope concern, manufacturers of radios, magnetos, hot-water heaters, air-conditioning equipment, and many other products, including motorcycles.

A high percentage of skilled workers among the population has strongly influenced the social and political life of the city. Its inhabitants are proud of their boast that Springfield has a better general housing situation than most industrial cities its size. Another pride of the city is its natural park, one of the country's finest.

This many-sided city is the center of as many different types of passengers traveling to and from it. The great increase in traffic, especially for wartime industries, is smoothly handled by the Greyhound Station, one of New England's most modernistic bus depots.



Two Views of the Waiting Room

GREYHOUND BUS TERMINAL

SPRINGFIELD, MASSACHUSETTS Population 149,554

Architects: GILMAN & FITZSIMMONS, Springfield, Mass.

Services: New England Greyhound Lines, Central Greyhound Lines, Peter Pan Bus Lines, New England Transportation Company, Blue Line, Interstate Busses Corporation, Short Line, Trailways of New England Inc., Vermont Transit Company and the Pocumtuck Stages.

Chief credit for the construction of this depot that caters to ten different bus lines should go to R. W. Budd, President of the Central Greyhound Lines and to Peter Picknelly of the Peter Pan Bus Lines. Both these men had the vision and foresight to realize Springfield's need for a new Terminal that would centralize the major bus transportation lines and thus afford a more efficient handling of passenger traffic.

Structural Details and Facilities

The new Springfield Bus Terminal is constructed of stucco over brick. Its loading platform is of the saw-tooth type.

The interior of the building has a terrazzo floor in pattern style throughout the principal areas, while the wall bases are of brick with a plaster finish. The upper walls are painted a tan color.

The tan color is repeated in the ceilings, which are acoustically designed and of tile material. Against this ceiling background is the fluorescent lighting system.

A lunch counter is adjacent to the news stand. The counter is done in black marble and its seats are red leather with chrome trim.

Sixteen Cabinets with 64 Self-service Parcel Checking Lockers are grouped against the Waiting Room wall close to the news stand.

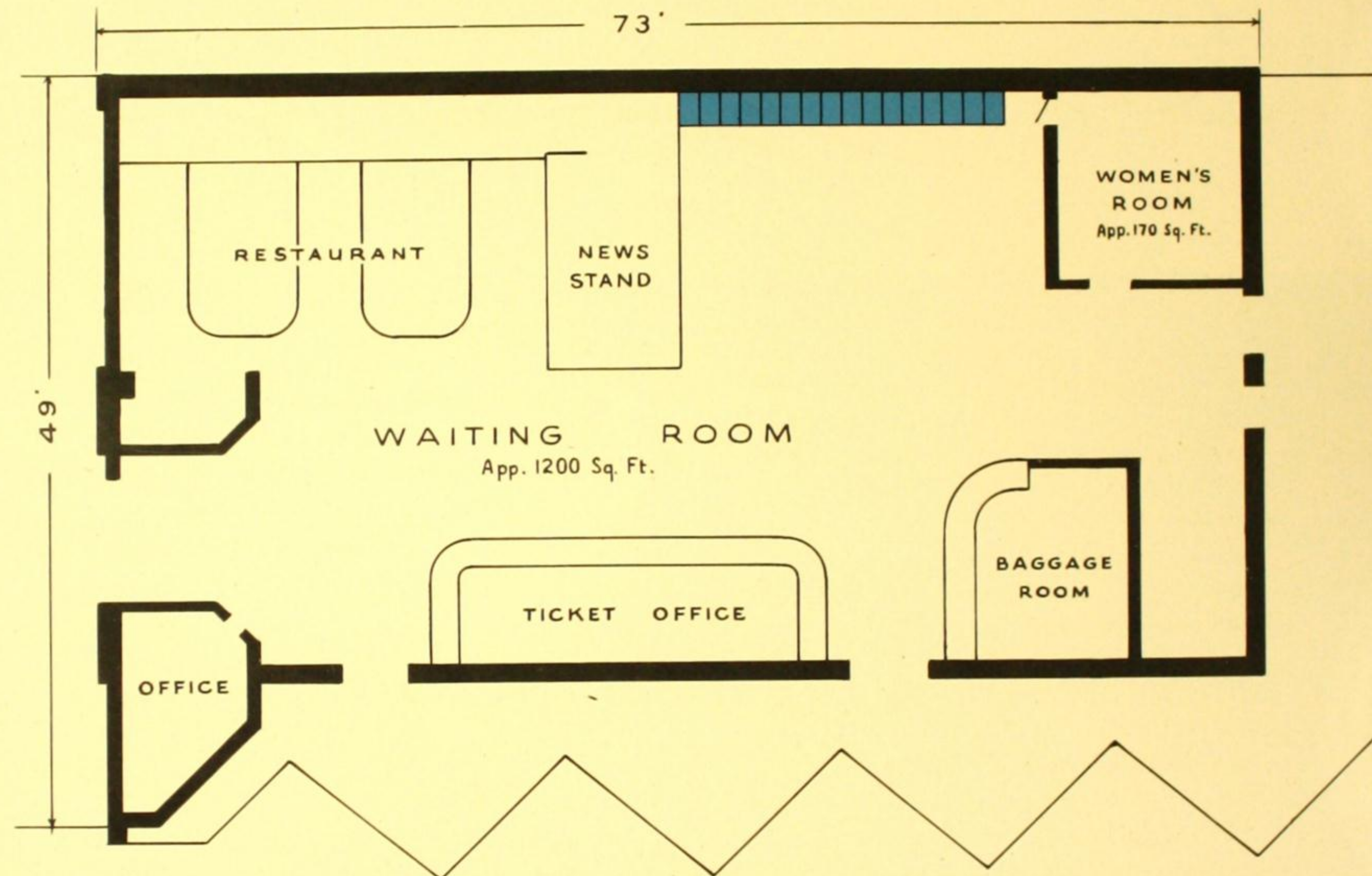
Dimensions of the ticket office are approximately 8' x 27'. Four agents' windows are done in plywood, modern, and convenient. The office uses the one-cabinet system.

The building's heating system is located in the basement.

Benches in the Waiting Room are of walnut and designed in the same manner as used throughout many of the Greyhound Stations.

The Ladies' Room features every modern convenience and comfort for the women.

This Springfield depot is considered by many as the smartest bus terminal in New England. The great volume of traffic at this station is handled by capable management, and every consideration is taken to insure passenger comfort and the perfectly scheduled operation of its buses.



A simplified floor plan from blueprints furnished by Gilman & Fitzsimmons, Springfield, Mass.

• American Parcel Checking Lockers are shown in blue.

ATLANTA GREYHOUND BUS TERMINAL

Atlanta, Georgia

ATLANTA, the "Gate City", and County Seat of Fulton County, is the center of a metropolitan district whose 1940 population exceeded 300,000, and whose market area including DeKalb and Fulton Counties had a 1943 population of better than 527,000. This figure indicated a 9.9 percent rise over that for 1940, when the new Greyhound Bus Terminal was opened to public use.

Since war industries in and about the city have been in full swing these figures have naturally skyrocketed, and with them the population totals.

By June, 1943, employment in the various manufacturing industries had risen 11 percent above the average for 1939. At that time Atlanta had 515 manufacturing establishments of highly diversified types, the output of which totalled a wholesale value of better than \$165,700,000.

Transportation facilities of all kinds to handle the vast influx of war workers and men and women in the Services had to keep pace with the ever growing travel demands.

To plan and build a Bus Terminal for twelve busy lines was a sizeable undertaking. That the management "took the long view" and built well after sound

thinking is demonstrated every day by the fast, smooth working operation of this great Terminal.

From the moment the doors were thrown open, it has been a sensation to all who travel South, not alone for its striking appearance, but because it so efficiently handles Atlanta's rapidly increasing bus traffic.

That this new Terminal is highly appreciated by the people of the Atlanta area is shown by its enthusiastic reception from the very outset.

The Atlanta Greyhound Bus Terminal... "A Georgia Peach" one enthusiastic business paper labeled it... is one of the most modern in the country. It stands in the very heart of the business district of Atlanta on



PHOTO BY EDGAR ORR, ATLANTA

the corner of Cain and William Streets, two city blocks from the main Peachtree Street shopping and business center, and relatively close to good hotel accommodations.

Street buses provide transportation from the Terminal to more remote parts of the city.

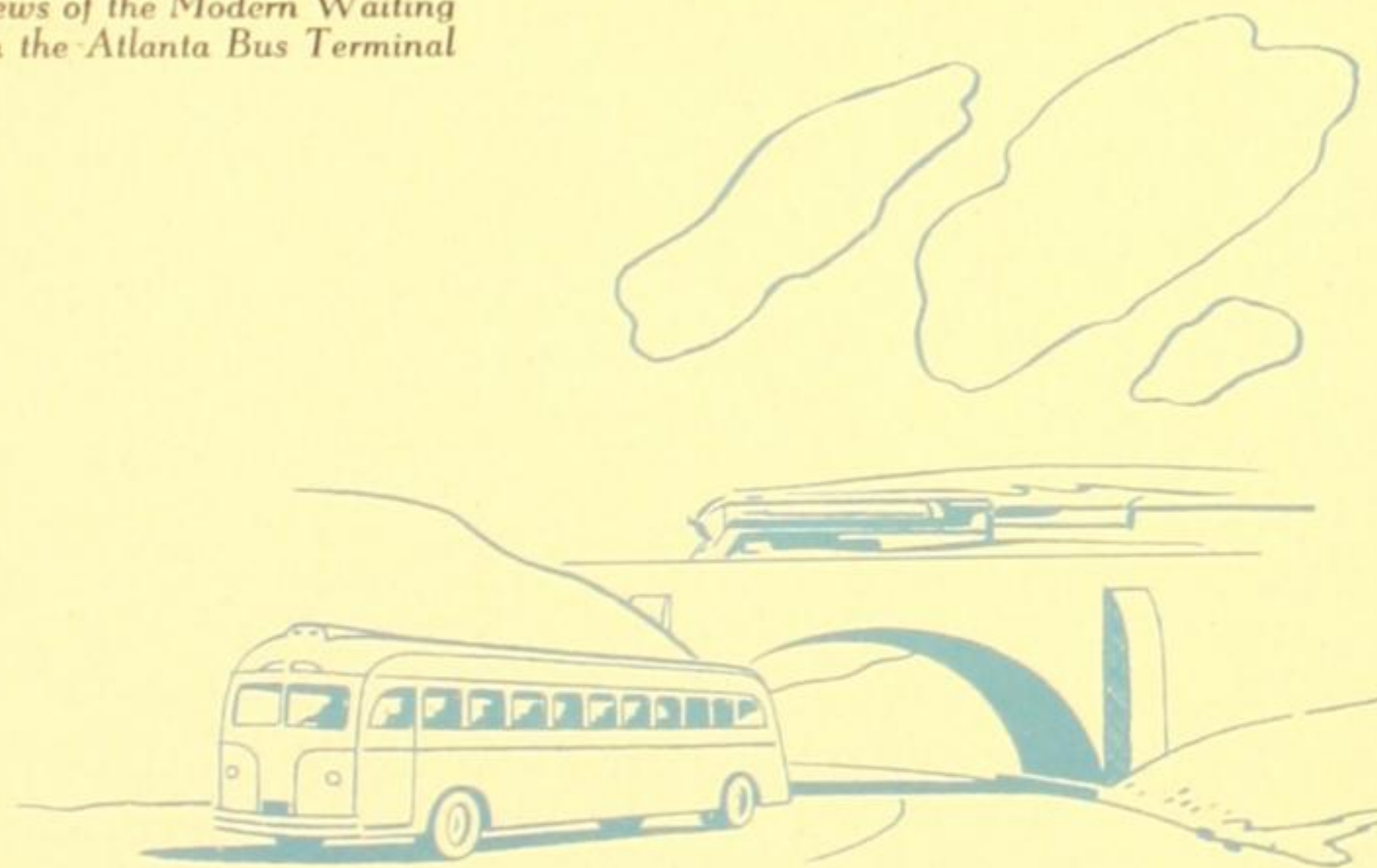
The location has proved to have been exceedingly well chosen, for it is near enough to "downtown" Atlanta, and yet far enough away from the main arteries of vehicular traffic, city, state and federal, so that buses have free access to the Terminal without traversing the congested areas.

In its geographical position as the "Gate City", Atlanta is a focal point for a great volume of overland motor coach travel today which before the war would have been almost unbelievable. Populations of many cities, towns and communities in the South in every direction from Atlanta have risen to unprecedented proportions, and, as a direct result, passenger traffic to and from Atlanta has increased.

It is a tribute to sound planning that this new Greyhound Terminal, jointly used by twelve different bus lines, so competently handles the tremendous flow of traffic twenty-four hours a day.



Two Views of the Modern Waiting Room in the Atlanta Bus Terminal



PHOTOS BY EDGAR ORR, ATLANTA

ATLANTA GREYHOUND BUS TERMINAL

ATLANTA, GEORGIA Population 302,288

Architects: Designers, WISCHMEYER, ARRASMITH & ELSWICK, Louisville, Kentucky.
Associate and Supervising, JAMES C. WISE, Atlanta, Georgia.

Services: Atlantic Greyhound Lines, Georgia Trailways, Interurban Transit Lines, Service Stages Inc., Smoky Mountain Stages Inc., Southeastern Greyhound Lines, Southeastern Motor Lines, Southeastern Stages Inc., Teche Greyhound Lines, Inc. and Tennessee Coach Co.

This new Bus Terminal is a large island-type unit with saw-tooth loading facilities accommodating 16 coaches at once, and with parking space for 30 additional vehicles within the lot.

It was completed in August, 1940, at a structural cost of approximately \$300,000. Land is estimated at an additional cost of \$200,000.

Structural Details and Facilities

EXTERIOR. Reinforced concrete was used for foundation walls, column piers, footings, basement floors, floor and roof slabs, concourse loading platform, and driveway. Framing of columns and beams is of structural steel.

Finish is of Indiana limestone, trimmed in dark and light blue terra cotta. The Terminal's large Greyhound sign and the marquee over the main street entrance are porcelain enamel, trimmed in aluminum.

The saw-tooth loading platform at the rear of the building, access to which is gained through 4 portals from the Waiting Room, is completely covered by another marquee which affords weather protection to passengers as they step directly from platform to vehicle.

All exterior metal work is chrome aluminum.

INTERIOR. Hollow tile partitions with plaster finish are used throughout the interior. Main public rooms have acoustical plaster ceilings, wainscots of burlap and a plastic material, and terrazzo floors.

Throughout the building, illumination is by fluorescent and indirect lighting. The two-story Waiting Room, by day, is lighted by windows on 3 sides, and at night by indirect lighting.

The building is fully air-conditioned throughout.

Heating system is of forced air type with automatic control designed for year-round air conditioning. Gas-blowing type boilers are used.

The large Entrance Lobby is done in semi-arcade fashion. At the left of the Lobby there is a large Restaurant with booths and three horseshoe counters accommodating over 90 customers. Seats are trimmed in red leather. Finish and decoration of the walls are in harmony.

To the right are a capacious Barber Shop and a Beauty Parlor, done in modern plastic with chrome finish.

The Lobby in addition contains accommodations for news stand, men's and women's rest rooms (white), telegraph office, and a ticket office, so arranged to render efficient service to long-distance and short-haul passengers.

The large main Waiting Room, 2 stories high, contains comfortable walnut seats, divided into sections, accommodating more than 150 patrons at once.

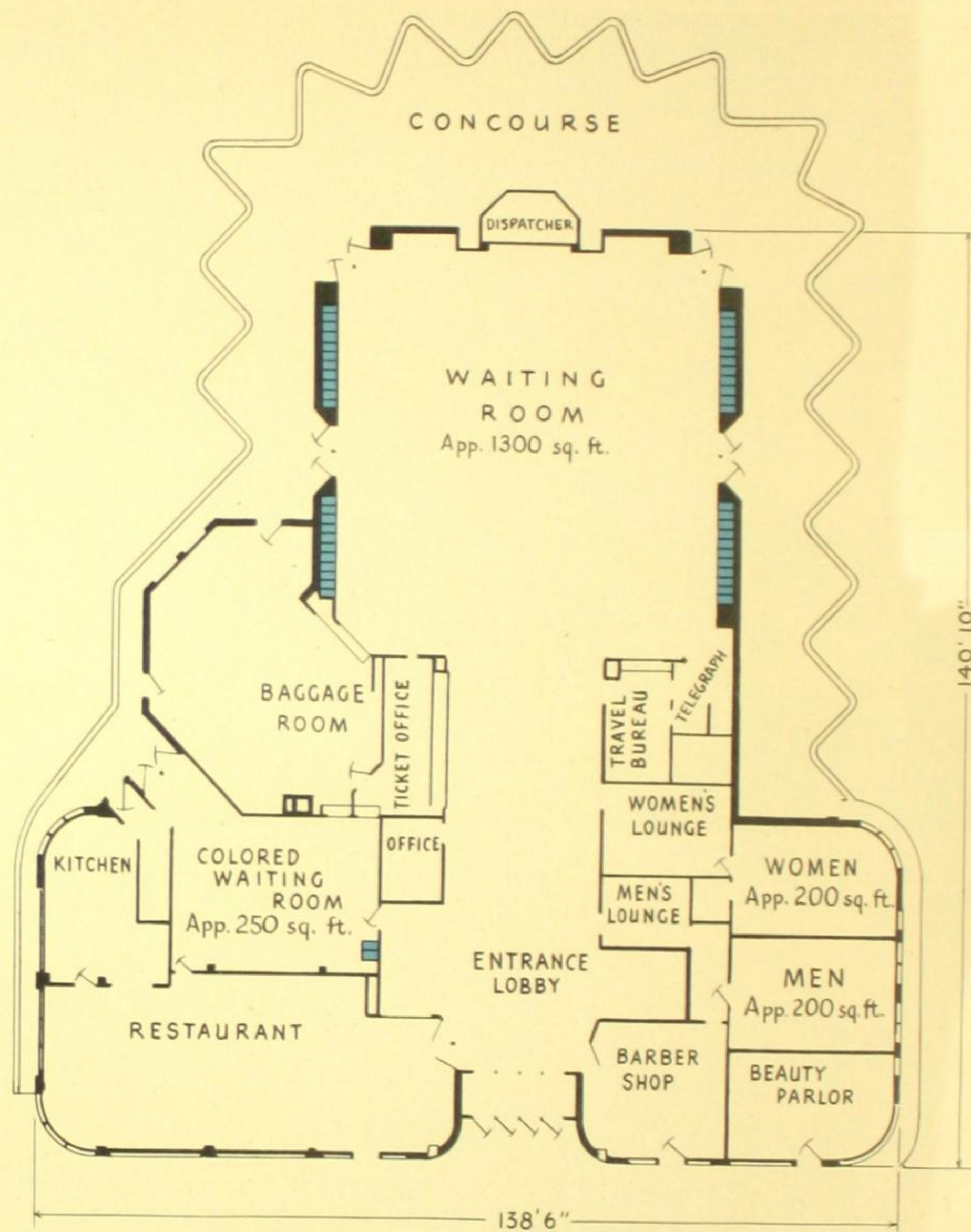
Along two sides of the room are 4 recessed banks, each containing 43 Self-service Luggage Checking Lockers. There are 8 additional similar Lockers in the colored Waiting Room, located left of the Entrance Lobby.

A Travel Bureau, dispatcher's office, and recessed public telephone booths complete the appointments of the Waiting Room.

The Basement contains Boiler Room, Baggage Storage, Bus Drivers' Rest Rooms and Showers, and Rest Rooms for colored patrons.

On the Second Floor are found the regional offices of the Greyhound Lines serving Atlanta, offices of the Terminal, additional rest rooms, and the telephone exchange.

Since its opening in 1940 this Terminal has demonstrated continually a smooth efficiency in the handling of the simultaneous patronage of 12 busy overland coach lines.



A simplified floor plan from blueprints furnished by Wischmeyer, Arrasmith & Elswick, Louisville, Kentucky.
● American Parcel Checking Lockers are shown in blue.

SOUTHEASTERN GREYHOUND BUS TERMINAL

Louisville, Kentucky

LOUISVILLE, principal gateway for bus traffic between the North and South, East and West, in 1940 was the center of a metropolitan district with a population of over 434,000. Census of the city itself at this time numbered approximately 320,000, exclusive of the floating population of travelers, war workers, and military personnel.

Gain in population up to 1943 exceeded 40,000. Wage earner employment in the manufacturing plants of the area as of midsummer, 1943, was 39 per cent above the 1939 figure, with payrolls and industrial production value more than double those of 1939.

Some thirty miles by Federal Highway due south of this teeming city, the Military Reservation of Fort Knox is located — a minor city in itself, which has at times housed better than 50,000 members of the military establishment and civilian employees. Hundreds of these people use Greyhound Buses to visit Louisville daily and over week-ends.

With so great and so sudden an expansion of population, industry, and its inevitable travel, it is a credit to the careful planning of the Southeastern Greyhound Bus Lines, that this well-arranged terminal has worked

out so efficiently from the management angle; and so conveniently from the viewpoint of the thousands of Greyhound passengers who have used its facilities.

The keynote of this ultra-modern Terminal is convenience, and comfort of the passengers. Every detail contributes to this end, from the sheltered loading plat-

forms to the men's and women's lounge rooms with their showers and valet-maid service.

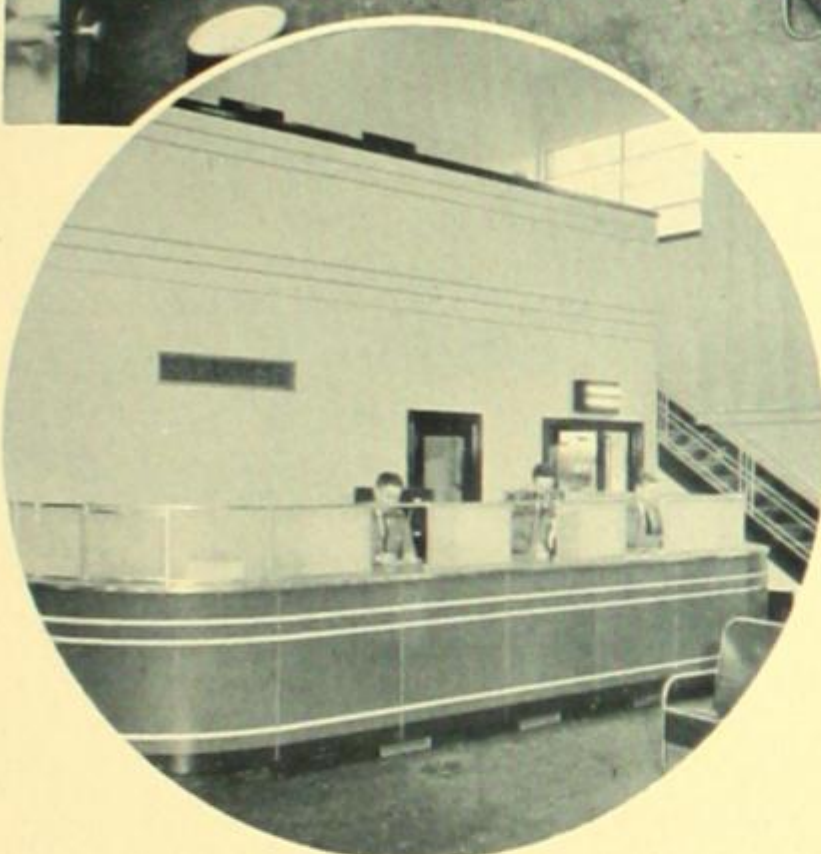
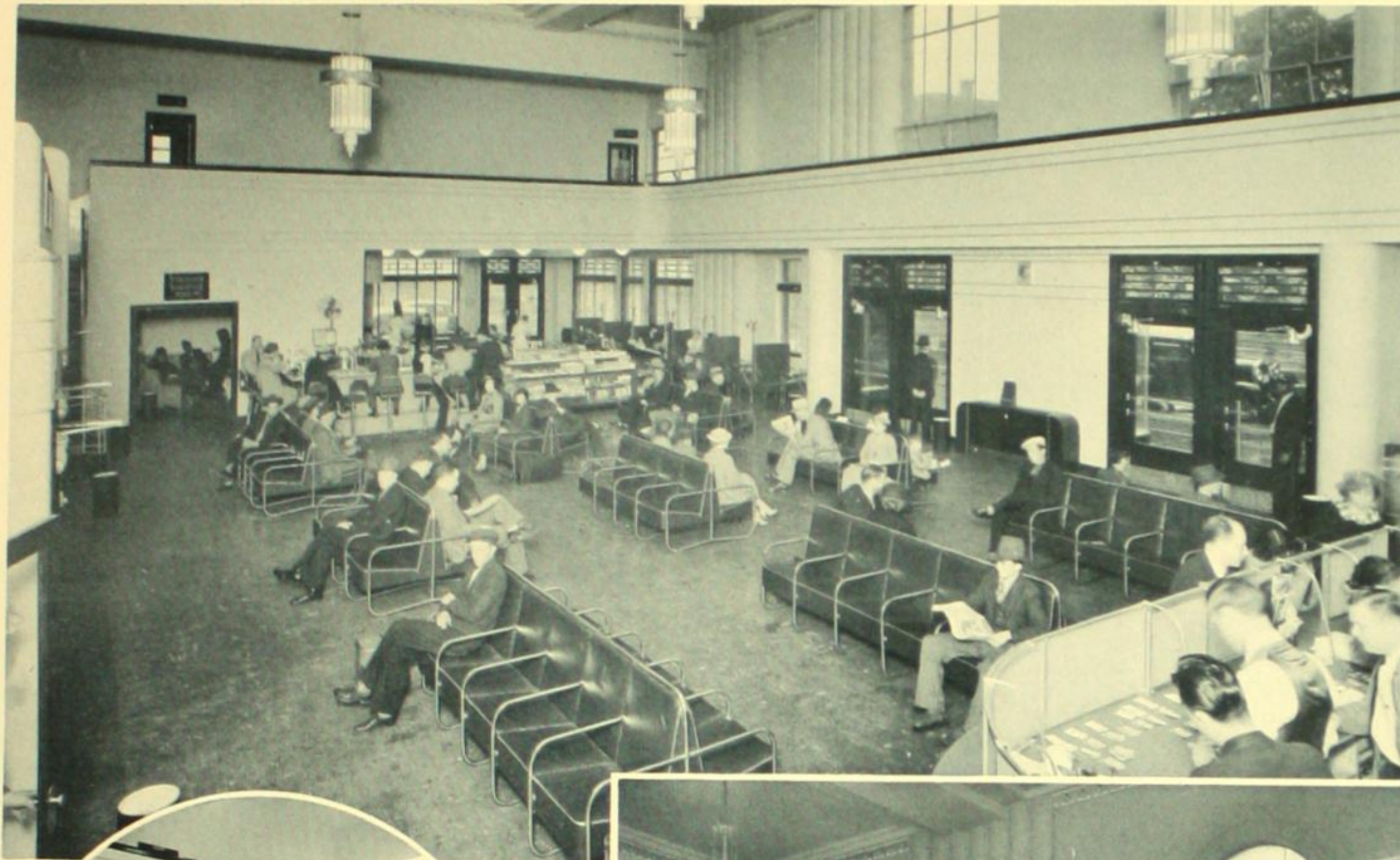
Four Greyhound Lines use this large island-type Terminal which also serves as headquarters for a number of the lines' executives.

When it was originally built, it was designed to replace a temporary station, handling 100 arrivals and departures daily. Traffic incident to the famous Kentucky Derby was expected to double the daily 1500 passengers who used the station. Increase of traffic normal to passing years, it was felt, would be handled in stride. But at that time, the exaggerated growth of bus traffic incident to wartime activities — war plants, the expansion of Fort Knox, the constant migration of entire families on the move — was not of course contemplated.

Today, this ultra-modern Terminal in shining blue porcelain and glass is the focal point for four-directional travel of unprecedented proportions. And so well arranged are all the facilities of this station, both public and management, that the large number of arrivals and departures throughout the twenty-four hours of the day and night check in, depart, and rest in luxurious comfort.



The Saw-Tooth Loading Dock



Ticket Office



Two Views of the Main Waiting Room

SOUTHEASTERN GREYHOUND BUS TERMINAL

LOUISVILLE, KENTUCKY

Population 319,077

Architects: WISCHMEYER, ARRASMITH & ELSWICK, Louisville, Ky.

Builders: THE DAHLEM CONSTRUCTION CO., Louisville, Ky.

Services: Southeastern Greyhound Lines, Capitol Greyhound Lines, Great Lakes Greyhound Lines, Pennsylvania Greyhound Lines.

This large island-type Bus Terminal, with saw-tooth loading facilities accommodating 15 buses at once is one of the most modern buildings in the Ohio Valley from the standpoint of ingenious functional use of decorative materials.

This striking building represents an investment of about \$150,000, exclusive of the value of a long-term land lease.

Structural Details and Facilities

EXTERIOR. The Terminal building with a frontage of about 175' faces on Broadway, a main traffic artery of the city, extending to a depth of 50', exclusive of the saw-tooth loading docks at the rear.

A broad concrete Concourse leading to the docks enters westward from 5th Street, with ample space for vehicle turn-around, and a wide driveway at the eastern end for access to Broadway.

The saw-tooth concrete docks have an average width of 13' and are covered by a canopy or hood for passenger protection.

Structural steel and concrete form a framework upon which has been added as exterior finish and interior functional trim an elaborate amount of plate glass, glass block construction, and perhaps the greatest amount of porcelain enamel of any building in the world.

The predominating color scheme throughout the building is Greyhound Blue, which together with the shining enamel and sparkling glass-work, present a glittering "World of the Future" appearance.

From Broadway, entry to the General Waiting Room is made beneath a marquee and illuminated sign, through 2 large chrome, wood, and plate-glass doors.

The large neon sign, with the familiar Greyhound trademark, is the first in the country to be constructed integrally with the building itself. It dominates the facade, and can be seen for many blocks along Broadway.

INTERIOR. The spacious ground floor of the Terminal offers many facilities valued by the traveler and of great executive assistance to the Greyhound officials.

Waiting Room

In addition to the ample Waiting Room, roughly 66' x 40', there are a fine Restaurant and Kitchen, a Colored Waiting Room, Barber

Shop, Baggage Room, Dispatcher's Office, and a large modern open-counter Ticket Office. Telephone booths and a Telegraph Office serve patrons' communication needs. A Travel Information Bureau is likewise convenient.

Five cabinets of Self-service Luggage Lockers, 20 compartments in all, are recessed in the wall of the Waiting Room, between the doors leading to the Buses. There are 5 Cabinets, 20 compartments on the Loading Platform and 3 Cabinets, 12 compartments at the entrance to the Colored Waiting Room. An additional 2 Cabinets, 8 compartments are on the mezzanine.

Within the Waiting Room, chairs and other fixtures are of chrome and aluminum with blue leather upholstery and trim. Seats are theater-type and comfortable, arranged to avoid over-crowding. At many points of vantage, double lounges have been placed for the utmost convenience.

The Restaurant

The Restaurant is equipped with a large three-sided counter with stools of chrome and leather, and in addition, has booths near the large venetian-blind-covered windows for greater privacy.

Finish in the Waiting Room and Restaurant is sky-blue stipple.

Dark-blue composition over concrete makes a handsome and most serviceable floor.

Lighting of the indirect type is provided by cleanly styled chrome and glazed glass chandeliers during hours of darkness, and daytimes by the many large clear windows which cut the walls of the Mezzanine Floor.

The Mezzanine

The Mezzanine Floor, with a wide balcony overlooking the Waiting Room, houses the general offices of several executives of the line.

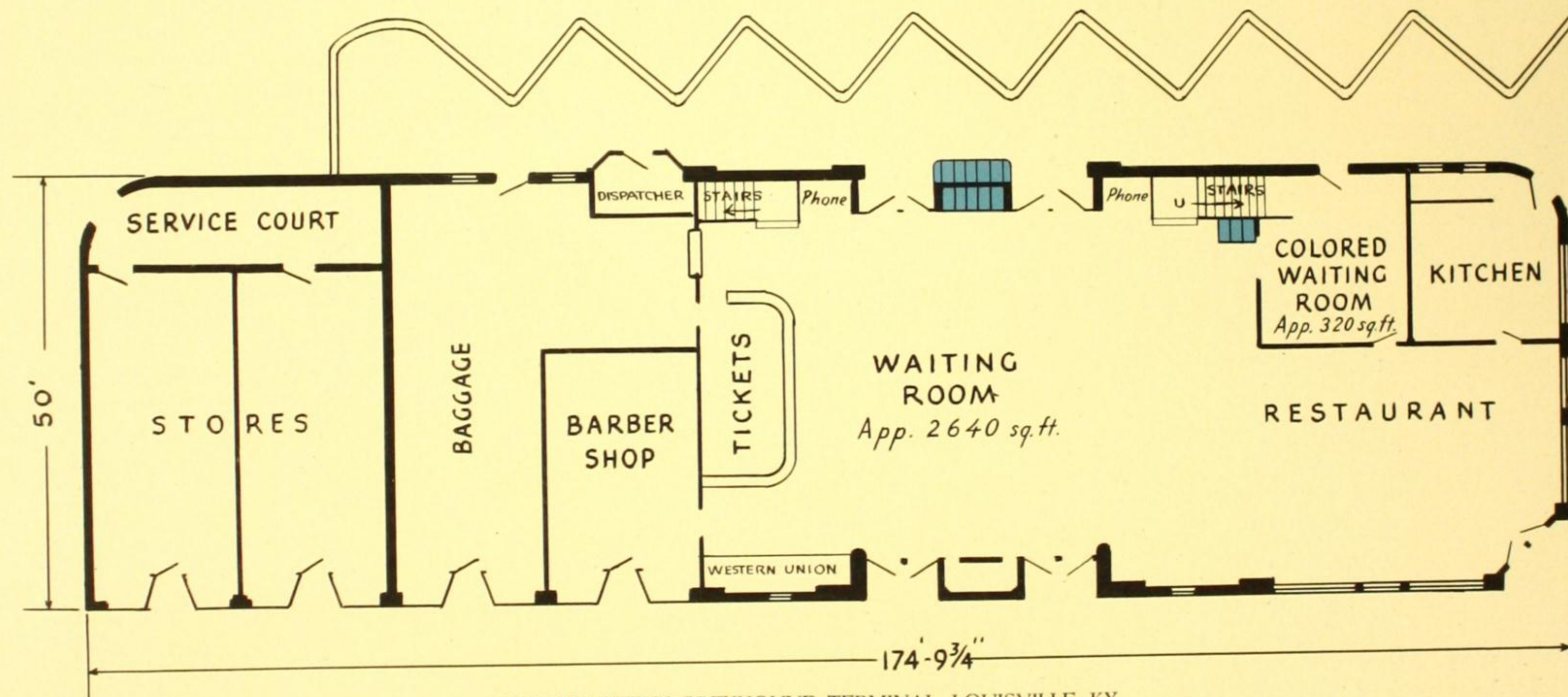
All Rest Rooms are located on this level also, and are notable for several features contributing to passenger comfort and convenience which are unique in Bus Terminals of this sort.

The Women's Lounge Rooms have separate dressing rooms and full size individual bath rooms with tub and shower. Maid service is available.

Men's Rooms are similarly equipped with showers and offer valet service.

Large rounded plate-glass windows give ample daylight in the Rest Rooms.

Even under the severe traffic burden imposed by Wartime conditions, this Ohio Valley Gateway Terminal has more than justified the belief of its designers and the Greyhound officials that it would "take care of increasing traffic for many years to come."



SOUTHEASTERN GREYHOUND TERMINAL, LOUISVILLE, KY.

A simplified floor plan from blueprints furnished by Wischmeyer, Arrasmith & Elswick, Louisville, Ky.

• American Parcel Checking Lockers are shown in blue.

GREYHOUND TERMINAL OF COLUMBUS

Columbus, Ohio

OVER a hundred years ago, one might have said that Columbus, Ohio, lacked easy transportation. This difficulty was eventually remedied by two projects. In 1831 a feeder canal was pushed to the Ohio and Erie Canal that passed a few miles east of Columbus. Two years later the National Road came through, enabling speedier express coaches to come in and increase the volume of traffic from the East.

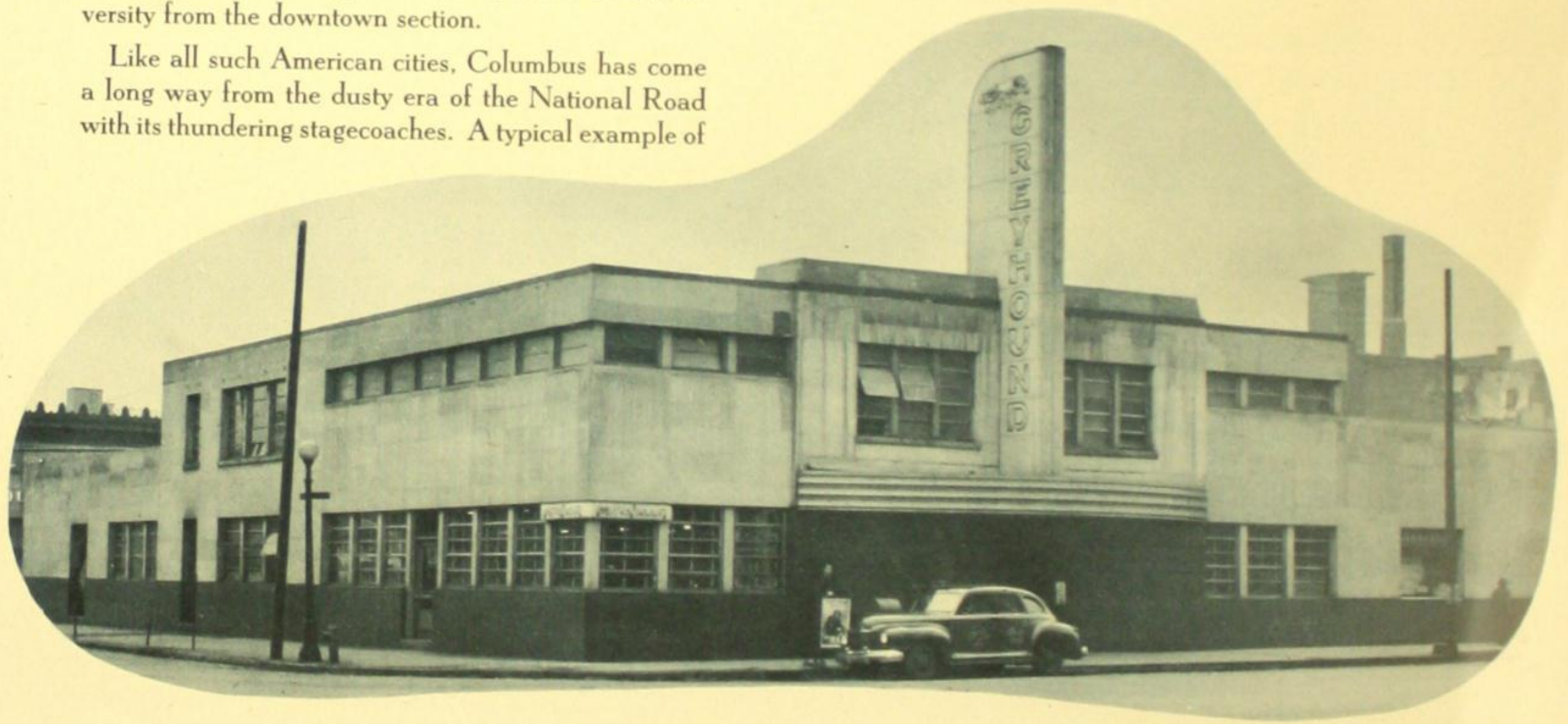
Since 1833, some important changes have been made on the National Road. Express coaches still come rolling into the city; but the horses are missing. Fast, comfortable, efficient service in luxurious Greyhound coaches has replaced the old methods, and to meet the requirements of increased travel four highways now converge on Columbus: U. S. Highways 40, 62, 23, and 33. In place of the old posthouses, passengers now arrive at a modern, streamlined Terminal where every scientific business method known is used for their convenience and care.

Columbus, the capital of Ohio and the seat of Franklin County, is actually four communities in one. Near the geographic center of the state, the city is spread over forty square miles in the Scioto River Valley. One of the four is that section devoted to industry and commerce, where factories, shops, and hundreds of plants make products ranging from uniforms to steel cars. Another is the military reservation near the cap-

itol. This small Army community comprises about 77 acres. A third is the political center seated in and about the gray stone capitol in its 10-acre square. The fourth community is Ohio State University, which annually draws more than 20,000 students. Despite this great student population, Columbus is not a university town due to the size of the city and the distance of Ohio University from the downtown section.

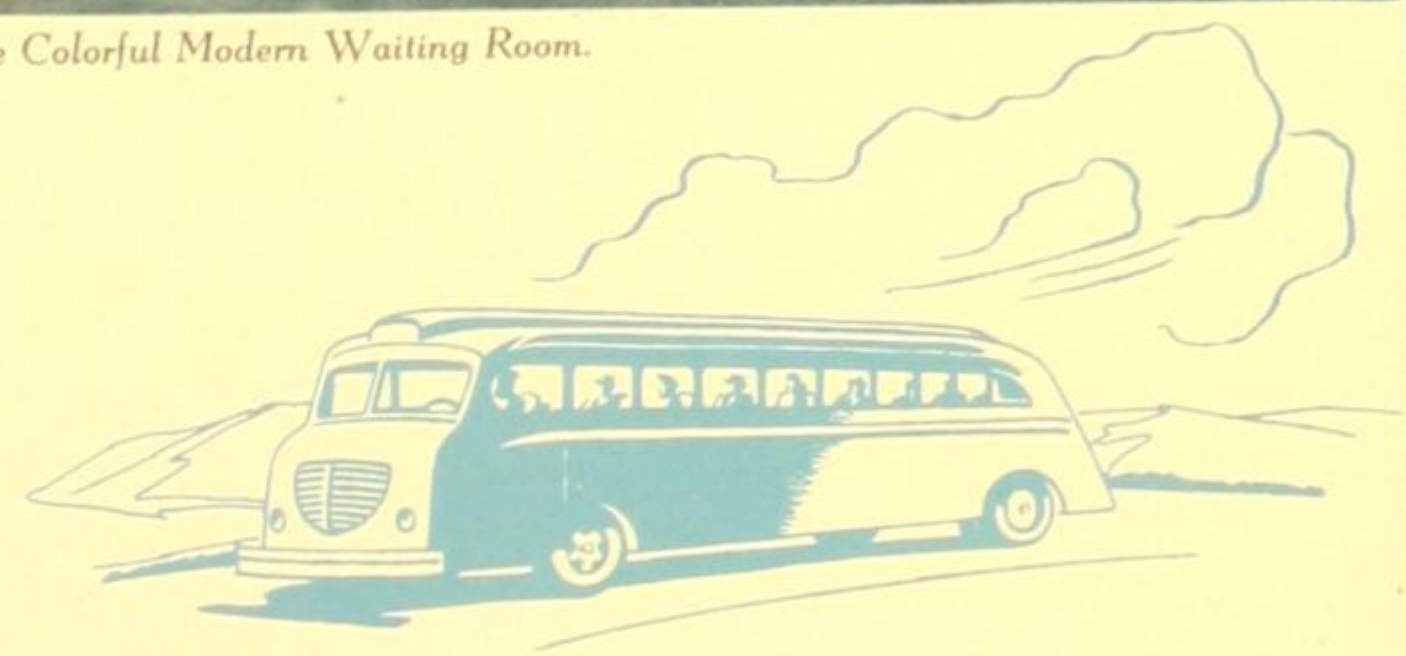
Like all such American cities, Columbus has come a long way from the dusty era of the National Road with its thundering stagecoaches. A typical example of

such advance is the new Greyhound Terminal with its functional design and modern comforts. Utility and consideration have replaced chance and indifference. In the progress of transportation technique and terminal construction Greyhound has taken a leading role.





Two Views of the Colorful Modern Waiting Room.



GREYHOUND TERMINAL OF COLUMBUS

COLUMBUS, OHIO

Population 306,087

Architects: WISCHMEYER, ARRASMITH & ELSWICK, Louisville, Ky.

Services: Pennsylvania Greyhound Lines, Atlantic Greyhound Lines, Great Lakes Greyhound Lines, Arcodel System, C. & L. E. Transportation Co., Columbus-Celina Coach Co., Columbus-Marysville Bus Co., Empire Trails, Inc., Red Eagle Bus Co., Red Star Way Lines and Valley Public Service Co.

Structural Details and Facilities

Opened in 1940, the Columbus Terminal is of the island type unit. Its large lot contains a garage and parking room for buses. The building's foundation walls, column footings and piers, basement walls, basement floor slab, first floor slab, concourse platform, and the portion of the bus roadway next to the concourse are of reinforced concrete. Use of structural steel is employed in the framing of columns and beams. The first and second floors as well as the roof are supported by steel bar joists. The basement stairway and the stairway to the second floor are steel stairs with concrete treads.

EXTERIOR. Cut stone with terra cotta base and coping are used on the East Town Street and South Third Street sides of the building, while the main entrance detail is of terra cotta. The rear exteriors are light face brick.

The marquee and sign trim is aluminum, with a porcelain enamel background.

Material used for the windows is projected steel sash with aluminum mullions.

INTERIOR. The walls of the interior are plaster and burlap, painted buff and pink. All inner partitions are of gypsum tile, with plaster finish. The ceilings are plastered and painted cream, and the suspended ceiling over the Waiting Room is insulated with rock wool. Wainscoting in public areas on the first floor is burlap, with a wood base and trim. Asphalt tile floors are used, except in the toilets, where the floors are of tile. The main entrance has a terrazzo floor; quarry tile floors are used in the Kitchen; and a cement finished floor is in the Baggage Room.

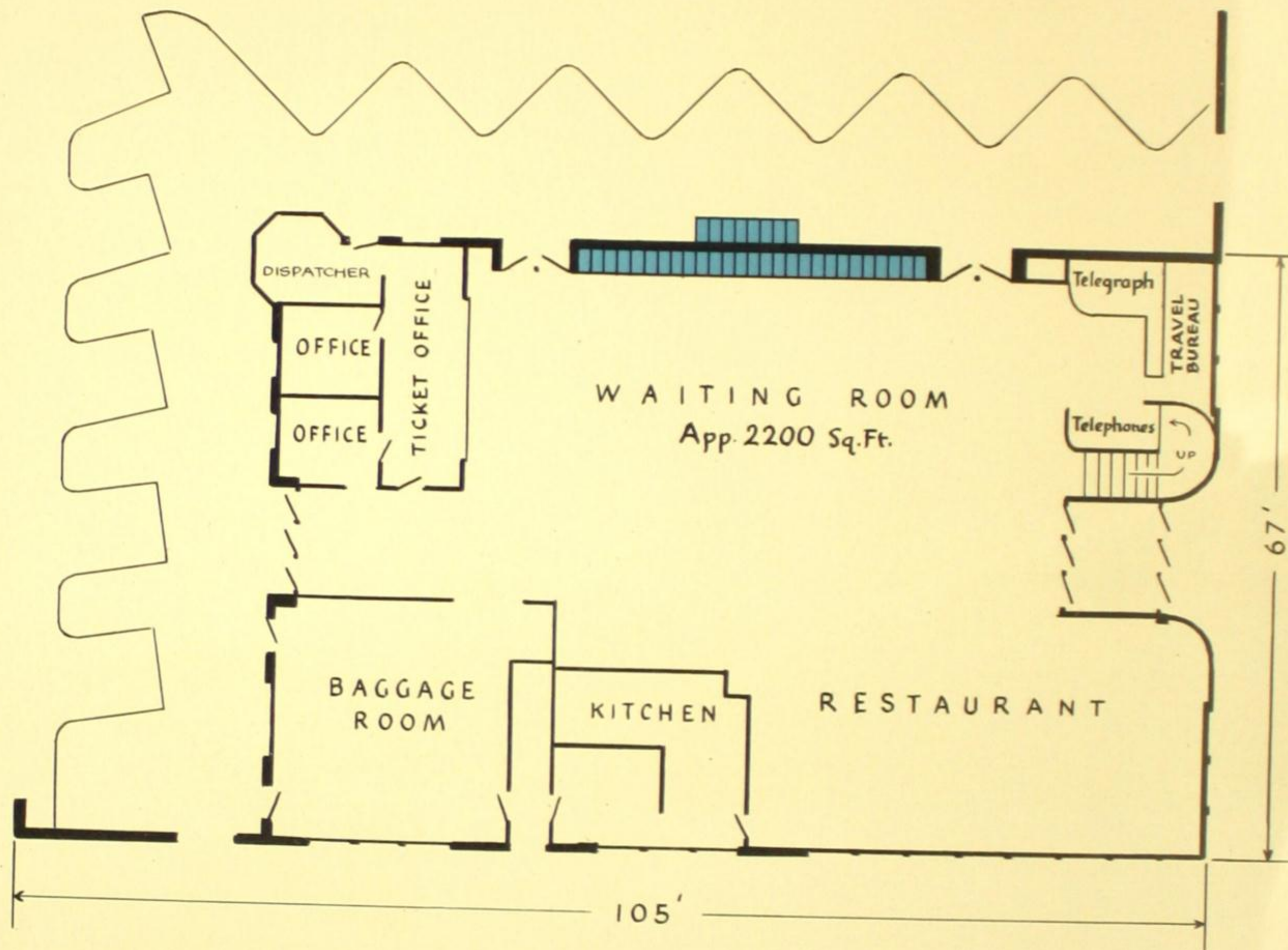
Natural walnut benches are in the Waiting Room, while the ticket cabinets are built in, with a linoleum counter finish.

Dark blue leather upholstery is used in the Restaurant and Lounge. The Restaurant, with a seating capacity of about 60, is constructed as part of the Waiting Room and therefore has the same materials and color scheme.

The second floor mezzanine provides telephone rooms, rest rooms and the company offices.

Self-service Parcel Checking Lockers are recessed along one side of the Waiting Room. "CHECK HERE" — in letters three-quarters of an inch thick — are applied to the face of the Waiting Room wall. There is a total of 27 recessed Cabinets, with 108 checking compartments plus 8 Cabinets (32 lockers) on the loading platform.

This Terminal, with its refreshing design and spacious accommodations, functions entirely in the best interests of the thousands of passengers who use its services each day.



A simplified floor plan from blueprints furnished by
Wischmeyer, Arrasmith & Elswick, Louisville, Ky.

● American Parcel Checking Lockers are shown in blue.

SANTA FE PASSENGER TERMINAL

San Francisco, California

SAN FRANCISCO is located on the Golden Gate about 400 miles north of Los Angeles and better than twice that distance south of Seattle. The Santa Fe feeds the city by bus traffic through the medium of the Santa Fe Trailways Bus Lines, for San Francisco is a focal point for U. S. Highways 101, 50, and 40, and California State Highways 1 and 5. Direct railroad service to the city is furnished by three major trans-continental lines: The Southern Pacific, The Western Pacific, and The Santa Fe. Five large airlines also make San Francisco a port of call.

According to the 1940 federal census, the population of San Francisco (co-extensive with San Francisco County) was 634,536 for the city corporate limits. A special federal census made in 1943-44 showed an increase to about 700,700.

The same special census gave a population of over 1,800,000 to the congested production area of this district which includes in addition to San Francisco County, the counties of Alameda, Contra Costa, Marin, San Mateo, and Solano. It is significant that this tremendous figure includes resident population only, the more or less transient military, Naval, and other official personnel accounting for many thousands more.

The trading area population is estimated to be 1,628,498. Within the City Trading Zone in 1939, 11,339 retail outlets produced sales topping \$383,550,-

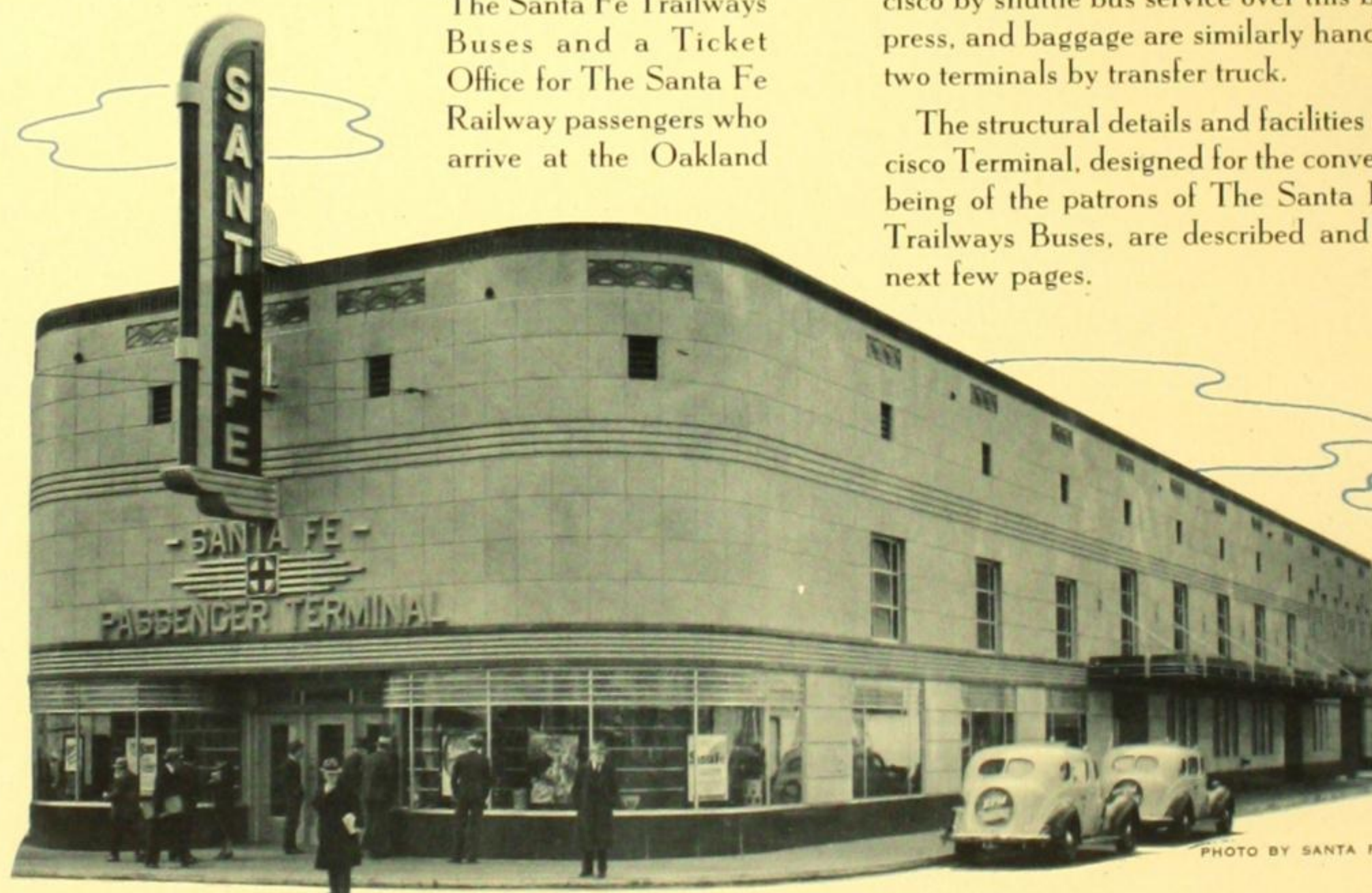
000, a figure which, it is estimated by local newspapers, had increased by 1944 260%, a truly meteoric rise. Wage earners in the Trading Area in 1944 were about 277,000, with a monthly payroll of \$747,000,000.

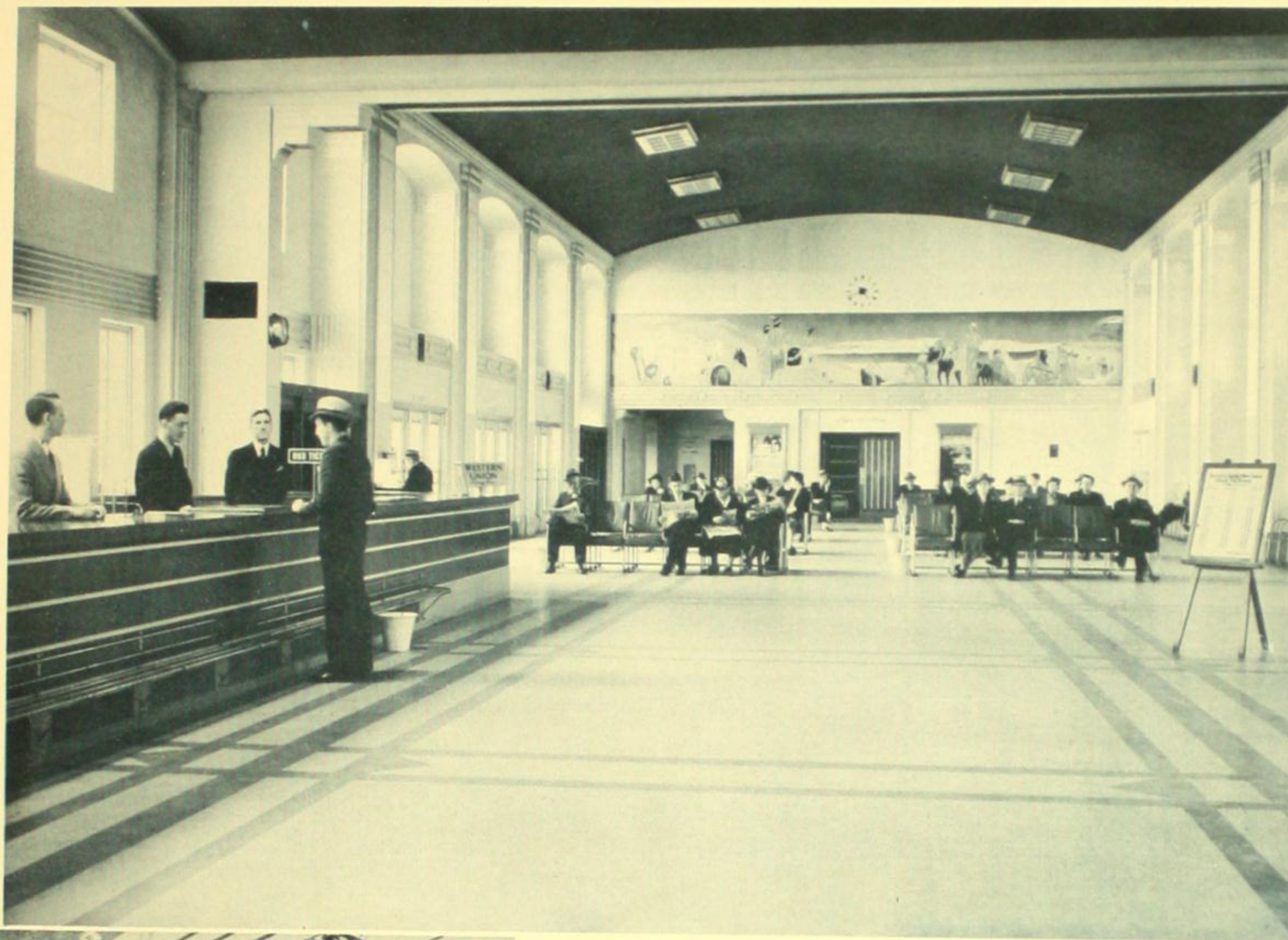
The Santa Fe's Passenger Terminal, in the heart of San Francisco at Fourth Street and Pioneer Place, is at once a bus terminal for The Santa Fe Trailways Buses and a Ticket Office for The Santa Fe Railway passengers who arrive at the Oakland

Terminal. This city of 302,163 population, is 11 miles away from the San Francisco Terminal, across San Francisco Bay on the eastern side.

The Santa Fe's Oakland Station is located at 40th Street and San Pablo Avenue, within a few hundred feet of the east approach to the San Francisco-Oakland Bay Bridge. Passengers are transported to San Francisco by shuttle bus service over this bridge. Mail, express, and baggage are similarly handled between the two terminals by transfer truck.

The structural details and facilities of the San Francisco Terminal, designed for the convenience and well-being of the patrons of The Santa Fe Railway and Trailways Buses, are described and pictured on the next few pages.





SANTA FE PASSENGER TERMINAL

SAN FRANCISCO, CALIF.

Population 634,536

Architect: H. L. GILMAN, San Francisco.

Engineer: M. C. BLANCHARD, San Francisco.

Services: Santa Fe Trailways (Bus Line), Atchison, Topeka & Santa Fe Railway (Passenger Service).

Completed in 1937, at an approximate cost of \$360,000 exclusive of the land upon which it rests, this ultra modern, spacious building is outstanding on the Pacific Coast as a Bus Terminal. Embodying the latest facilities for and means of managing a large volume of bus traffic, it also carries the further unique distinction of being the Ticket Office for the Santa Fe Railway, whose rail terminal actually is 11 miles away across the bay in Oakland.

Streamlined shuttle bus service operating over the Oakland-San Francisco Bridge exclusively between this downtown San Francisco Terminal and the Oakland Rail-Head, efficiently handles the passenger traffic of the Santa Fe Railway to and from these two great cities.

Structural Details and Facilities

EXTERIOR. The site of this new Terminal, occupying a portion of the city block bounded by 4th Street (East); Pioneer Place (North); and Jessie Street (South) is on the spot where the native Daughters of the Golden West inaugurated their first Grand Parlor, and is fittingly commemorated by a bronze plaque on the wall of the Waiting Room. The building itself has a frontage of about 48' on the 4th Street side with an additional frontage of 32' for the Trailways Bus driveway from the concourse.

On Pioneer Street, the northern flank of the Terminal extends for about 195' to a driveway which proceeds at a southwesterly angle to the baggage and express area at the rear or southern end of the building on Jessie Street. (See Floor Plan.)

PHOTOS BY SANTA FE RAILWAY



The Spacious Waiting Room



The exterior of the 4th Street and Pioneer Street sides are of terra cotta tile with a black granite base. The Jessie Street exterior is of architectural concrete. Tile is used to surface the outside of the building facing the bus roadway below a canopy, with architectural concrete above. The sidewalk surface on 4th Street is terrazzo.

Foundation walls, exterior walls, bus roadway, bus concourse, and driveway for the baggage trucks (off Pioneer Place) are of reinforced concrete construction. The same material is used for column footings and beam and slab construction of the first and second floors. Structural steel is employed for the framing of columns and beams and for roof trusses over the driveway on the southern side.

INTERIOR. The first floor contains a spacious Waiting Room, ultra modern rest rooms for men and women, a baggage room (1500 square feet), with loading facilities for trucks, and a wide canopied concourse with saw-tooth loading docks accommodating 5 buses simultaneously.

The second floor is designed for offices and the handling of baggage. Lifts and other devices have been installed to expedite the loading and unloading of baggage from this floor without inconvenience to passengers.

The Waiting Room. This spacious area contains about 3700 square feet of space, and extends in a westerly direction from the main entrance on 4th Street for about 200' back through an L-shaped corridor to the doors leading to the Bus Concourse. (See Floor Plan.) The room is about 48' wide and is floored throughout with terrazzo with a marble base. Walls and ceiling are of acoustical plaster, tastefully decorated and finished.

On the south wall of the Waiting Room, close to the 4th Street entrance, and convenient to the 3 sets of large modern swinging

doors leading to the bus platform, is the Ticket Office. This is an open working area of 500 square feet enclosed by a modern open-topped counter without wickets or partitions.

Directly opposite this counter on the north wall, is the fountain and lunch counter occupying about 450 square feet, and further along this wall, between the doors leading to Pioneer Place, is an adequately sized news stand.

The Ladies' Lounge is located in the northwest corner of the Waiting Room with a passageway to the toilet. The Men's Toilet occupies the extreme southwest corner of the building.

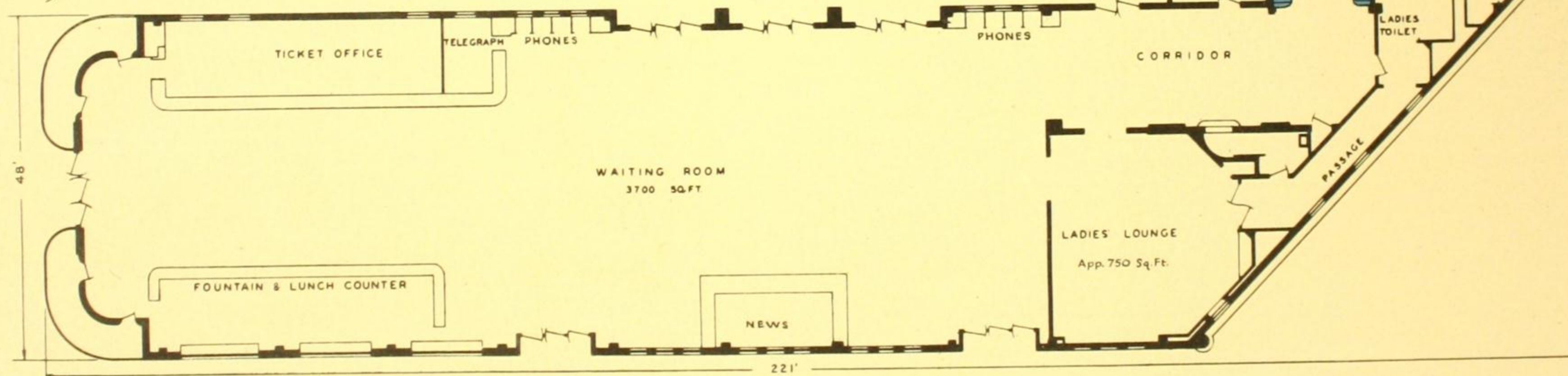
Both toilets have walls and floors of tile, with plaster ceilings. The Ladies' Rest Room floor is wood, laid in mastic, with wood panelled walls topped with acoustical plaster which is carried on over the ceiling.

At the western end of the Waiting Room is the L-shaped corridor leading to the canopied saw-tooth loading docks. As can be seen from the floor plan, in the southward element of the corridor there are 2 banks of Self-service Parcel Checking Lockers, one of 24 lockers and the other of 36 lockers. These are located in a most strategically convenient place for bus patrons arriving or departing. It is also handy to both the men's and women's Rest Rooms.

This attractive Passenger Terminal is among the most handsome on the Pacific Coast. From the standpoint of functional efficiency, comfort and convenience to the Santa Fe's Bus and Railway patrons, it meets all requirements for passenger service stations of this nature.

SANTA FE PASSENGER TERMINAL, SAN FRANCISCO

A simplified floor plan prepared by H. L. Gilman of San Francisco and reproduced from Manfred Burleigh's "Modern Bus Terminals."



● American Parcel Checking Lockers are shown in blue.

WORCESTER TERMINAL B & W LINES Worcester, Massachusetts

AS the "Heart of the Commonwealth," which is not only a geographical but an industrial claim as well, Worcester is the mid-state metropolis of Massachusetts.

The city furnishes excellent facilities for transportation. Its diversified manufacturing and flourishing mercantile establishments give the city a vital function in the life of New England.

The home of five institutions of higher education, Worcester takes its place among the other leading educational centers of the country. These well-known schools are: Assumption College, Clark University, Holy Cross College, Teachers' College, and Worcester Polytechnic Institute.

With the advent of steam power, Worcester became a manufacturing center. The first step toward making this city the greatest industrial center in the United States not on a natural waterway was the opening of the Blackstone Canal in 1828. From this time on, the city's rise in prominence was rapid. One manufacturing in-

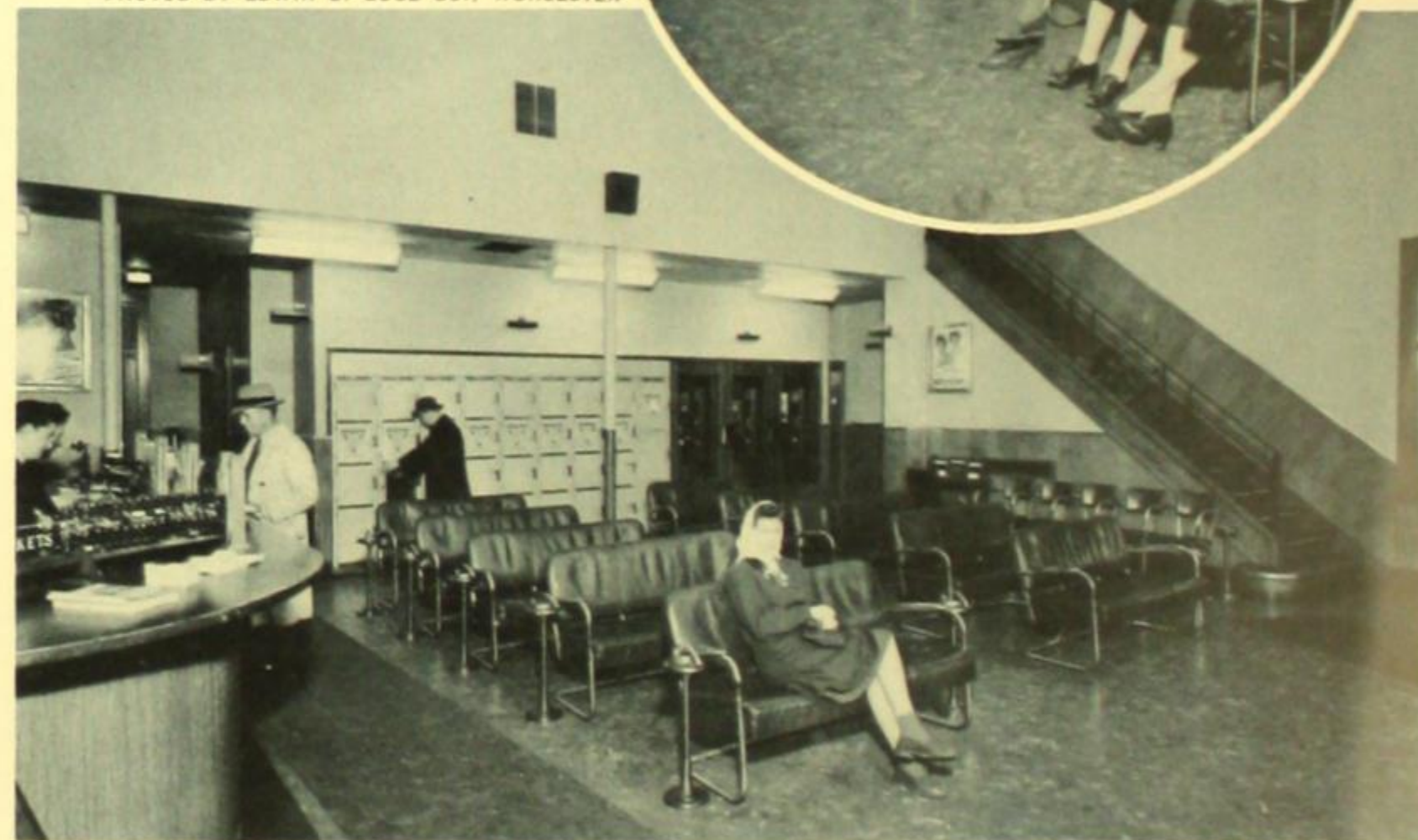
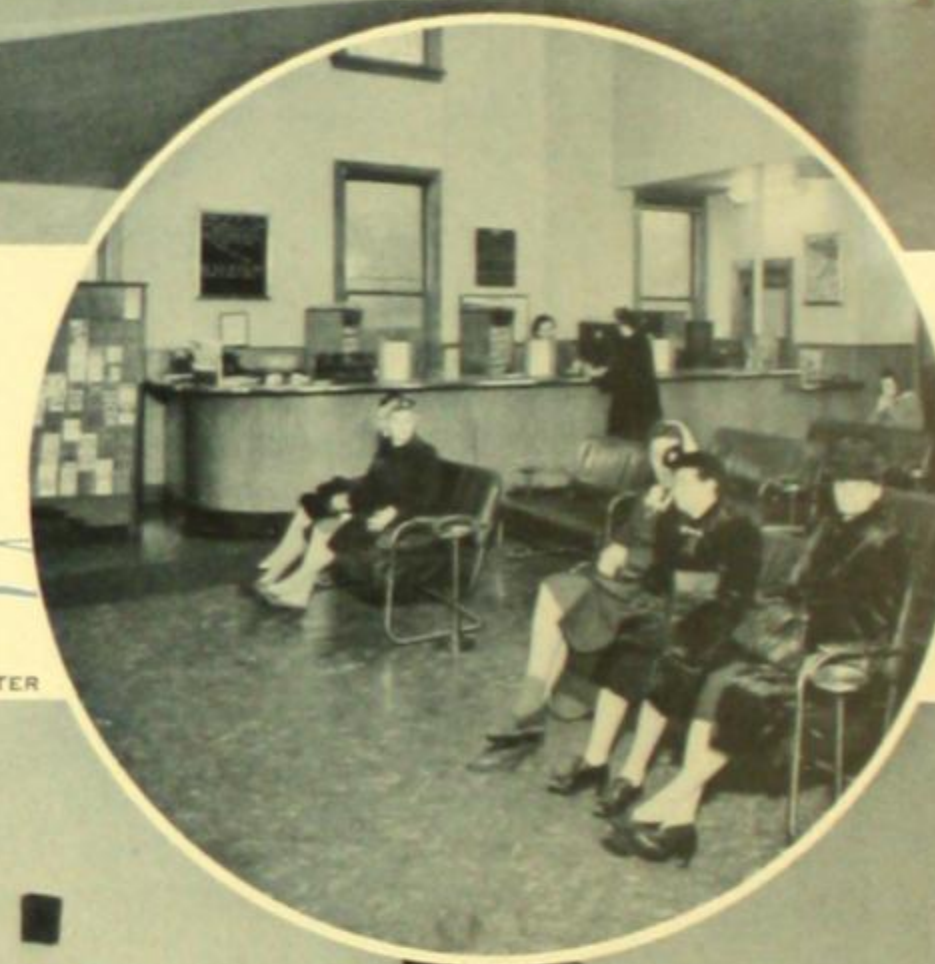
dustry after another opened its doors here.

Today Worcester has over one thousand manufacturing units. These establishments produce a variety of products that are sent throughout the nation, and many others have foreign markets as well. With all these industries there are, however, four nationally known that dominate in the city. One is a wire-making company that produces over 200,000 wire products including nails, platinum wire, and heavy cable. Another firm is a 26-acre textile plant. The third large industry is one that manufactures abrasives by the vitrified process. This latter has a world-wide market. Some 60% of the country's envelope production is done in the large envelope firm in Worcester.

Bus transportation for Worcester centers in the modern B&W Terminal in the heart of the city. Many bus lines use this center both as a Station and as a Terminal. This Terminal is fully equipped with the latest facilities for passenger comfort and for rapid, efficient service to all patrons.



PHOTOS BY EDWIN B. LUCE CO., WORCESTER



Two Views of the Waiting Room

WORCESTER TERMINAL B&W LINES

WORCESTER, MASS.

Population 193,694

Engineer: BURTIS BROWN, Boston, Mass.

Services: B&W Lines, Boston & Maine Transportation Company, New England Transportation Company, Quaker City Bus Lines, The Short Line Inc., Trailways of New England Inc., and the Johnson Bus Line.

This new Station, completed May 7, 1942, is centrally located near the City Hall. It is equipped with all modern conveniences, including a public address system. Due to the progressive system of bus ticket interchange, the B&W Terminal of Worcester is an extremely busy intrastate and interstate bus passenger transfer Station.

EXTERIOR. The finish of the Terminal is white structural glass above the marquee. This material gives ease of cleaning and maintenance and also a distinctive coloring. Dark structural glass is used below the marquee.

The marquee over the sidewalk, is built of non-combustible materials. The outside of the marquee is finished in chrome metal. Floodlights are spotted on the roof of the marquee, illuminating large glass letters in red showing the company monogram.

Illuminated signs in the windows direct the traveler to various features in the Terminal.

INTERIOR. Throughout the main areas the floors are of red-and-black pattern asphalt tile.

All wall bases are 6½" high and rubberized. Their color is black. The walls are of plaster and painted yellow. Four-foot-high wainscoting uses a primavera finish.

White ceilings are acoustically designed, and shielded fixtures are set in the ceilings for fluorescent lights.

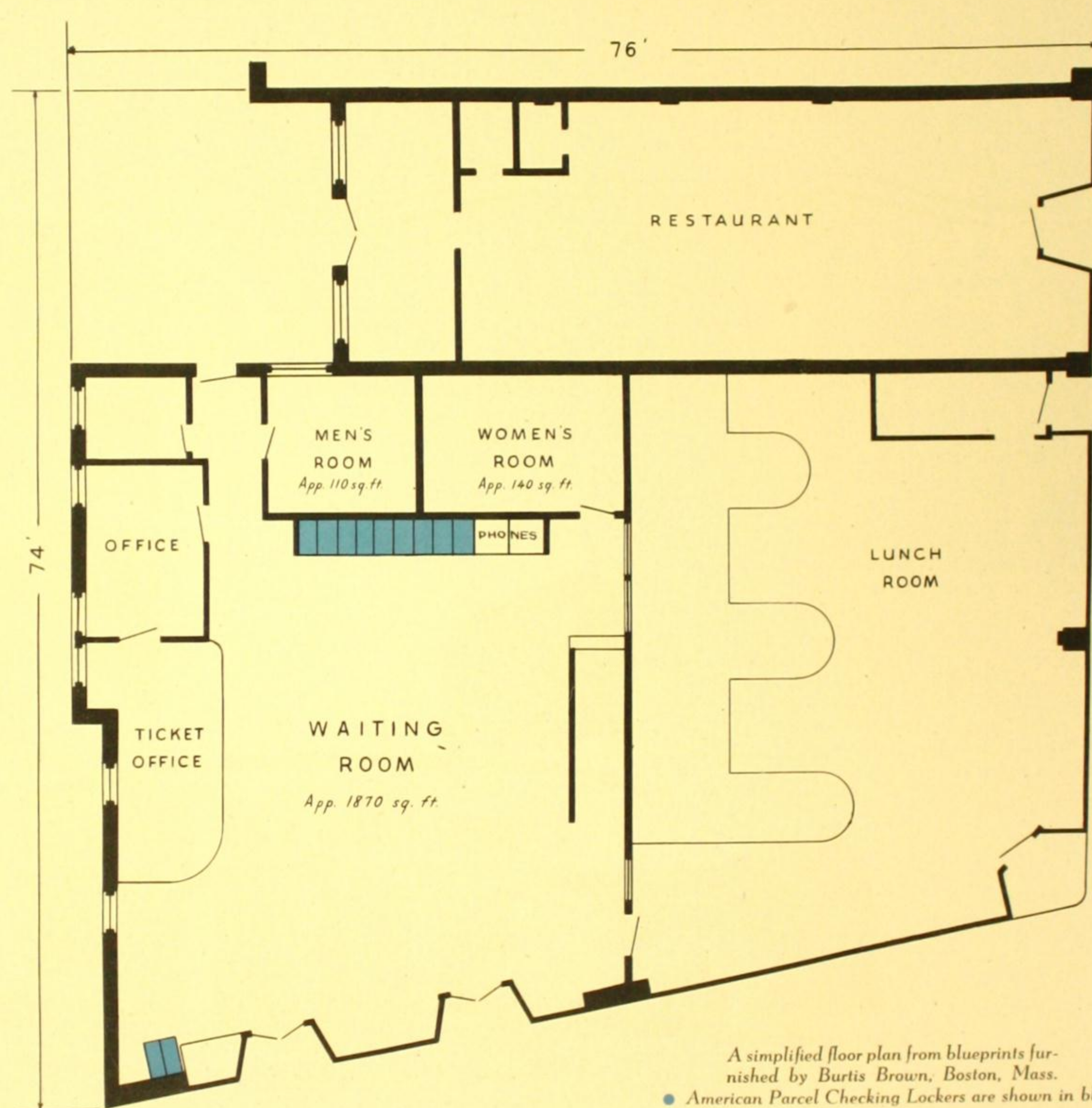
The seats in the Station are of red and blue leather with chromium trim.

Features provided by the Station are a Ticket Office with 3 ticket windows, 3 telephones, and 4 cashiers, a telegraph service, a paging service, and a splendid Lunch Room that connects with the Waiting Room.

Located in the rear of the Waiting Room adjacent to the phone booths and Ticket Office are 32 standard size Self-service Parcel Checking Lockers. Between these Lockers and the 2 phone booths is one oversize Cabinet (3 Lockers). In addition there are 8 Lockers in the front of the Waiting Room near the entrance.

The steam heating system of the Terminal is separate from and adjoining the terminal building.

As one of the smartest-looking Bus Stations in Massachusetts, the B&W Terminal is also one of the busiest. Its passenger facilities and conveniences, plus the attractive spotlighting of the exterior, serve as an excellent advertisement for the Station.



A simplified floor plan from blueprints furnished by Burtis Brown, Boston, Mass.

● American Parcel Checking Lockers are shown in blue.

GREYHOUND UNION BUS DEPOT

Benton Harbor, Michigan

BENTON HARBOR, together with the neighboring community of St. Joseph, have a city and retail trading zone estimated at better than 95,100 people. The city zone of Benton Harbor itself rates about 35,200 according to latest figures.

Prior to 1938, the Central Greyhound Lines had their Benton Harbor Depot and Ticket Office in a hotel in the heart of the business district. This necessitated parking the large coaches and buses on the city streets, an undesirable condition from the viewpoint of company management.

In May, 1938, a new bus Station of the island type, with side loading and unloading facilities accommodating both north and southbound traffic at the same time, was erected on West Main Street, eliminating the undesirable traffic feature.

Modern throughout, with compact facilities, this Greyhound Depot has proved

most successful in serving the needs of fast-moving traffic.

It is designed for service either as a General Passenger Station for Benton Harbor, or as a stop-over for rest periods for passengers engaged in long distance travel.

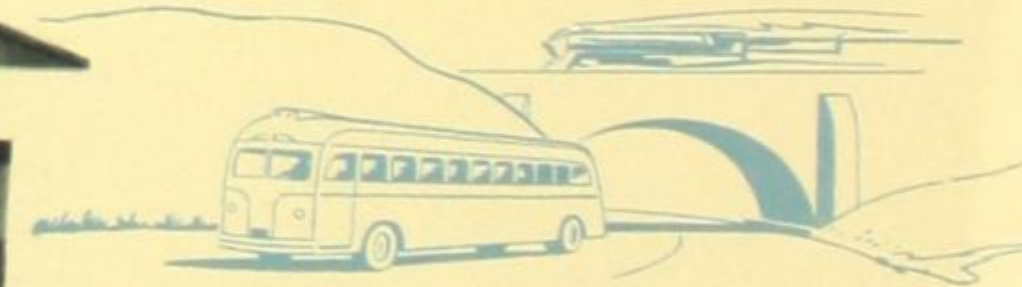
This Depot requires but a moderate staff for supervision and maintenance, and for that reason is a model "smaller bus station."



PHOTOS BY CAMERON STUDIO, BENTON HARBOR



The Modernistic Waiting Room



GREYHOUND UNION BUS DEPOT

BENTON HARBOR, MICHIGAN Population 16,668

Builders: PASQUALE IANELLI, Benton Harbor, Michigan.

Services: Central Greyhound Lines, Enders Bus Lines, Indian Trails, Chicago, South Shore & South Bend R. R. (Ticket Office).

A typical example of the smaller island type Bus Depot, containing all facilities characteristic of larger Stations with the exception of a Restaurant.

Structural Details and Facilities

EXTERIOR. This Depot is a modern-design, utilitarian one-story building of manufactured white concrete blocks. Pre-fabricated concrete joists were used in construction. There is no basement.

The Depot has a frontage of 22' and a depth of 70' resting in the center of a wide concreted area. Coaches may drive close to the building over a broad, hard-surfaced driveway, southbound buses operating from one side of the Station, and northbound vehicles from the other.

The roof of pre-cast flat concrete slabs has an overhang of 2' for protection of the loading platform.

The front of the Depot is rounded. The entrance is in the center of this arc and is flanked on either side by huge curved plate-glass windows.

INTERIOR. The greater part of the interior of the Depot is devoted to the Waiting Room. Walls are covered with a durable wall covering in blue and white, the well-known colors of the Bus Line.

At one side near the front, an up-to-date broad linoleum-topped counter of glass blocks serves as Ticket and Business Office for the Bus Line.

Men's and Women's Rest Rooms, with walls of glass block construction occupy the rear of the Depot.

Ceiling covering is painted and sound-absorbent.

Floor covering is of tile, in black and white.

At the doors leading to the Bus platforms, Self-service Parcel Checking Lockers have been installed. There are 6 Cabinets with 2 Lockers in each... a special job to fit the station construction.

Chrome and leather furniture has been placed about the Waiting Room for patrons' use. There are also available a Baggage Room, telephones, telegraph and other facilities.

Steam heat and air conditioning are supplied from plants located in a semi-submerged building at the rear of the Depot.

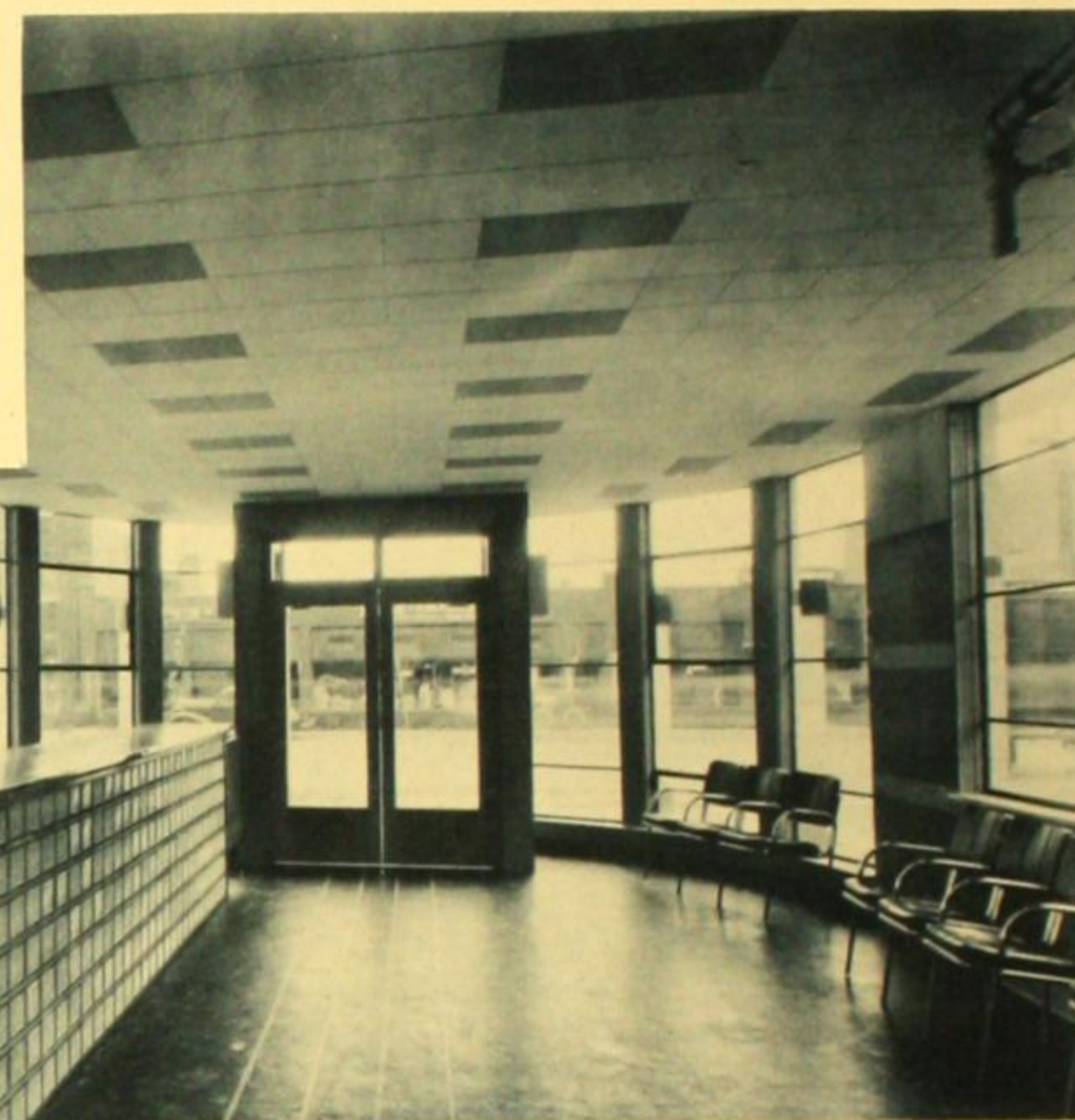
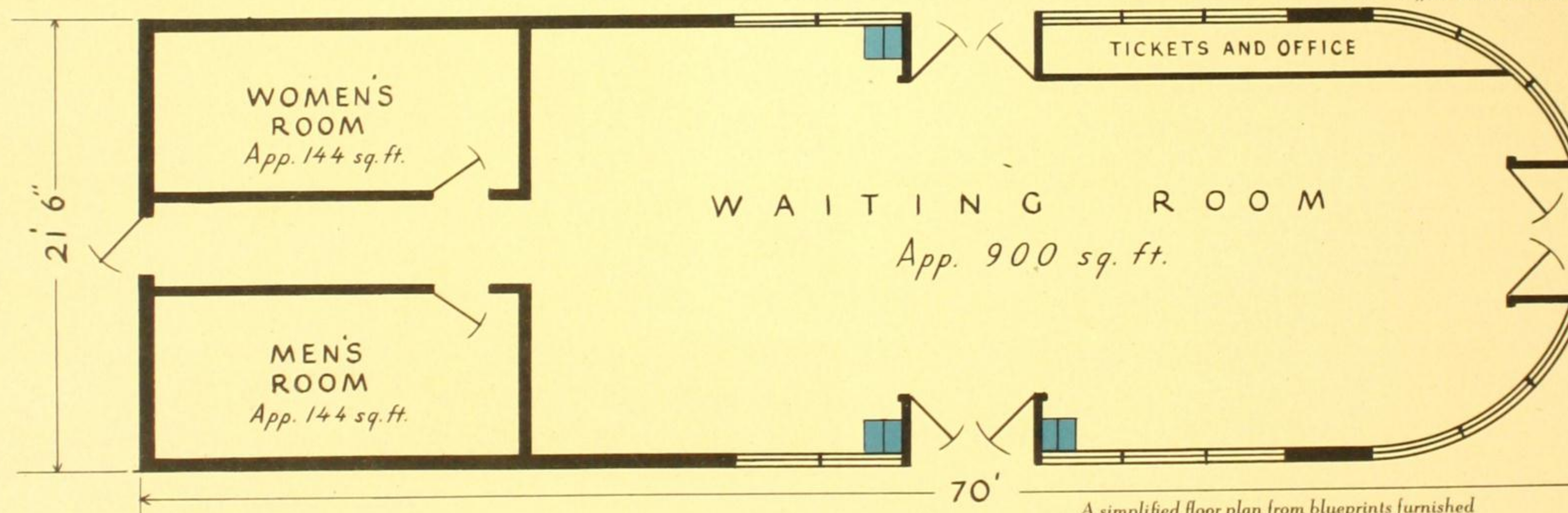


PHOTO BY CAMERON STUDIO, BENTON HARBOR

Ticket Office and Entrance End of Waiting Room



A simplified floor plan from blueprints furnished by Pasquale Ianneli of Benton Harbor, Mich.

● American Parcel Checking Lockers are shown in blue.

GREAT LAKES GREYHOUND DEPOT

Kalamazoo, Michigan

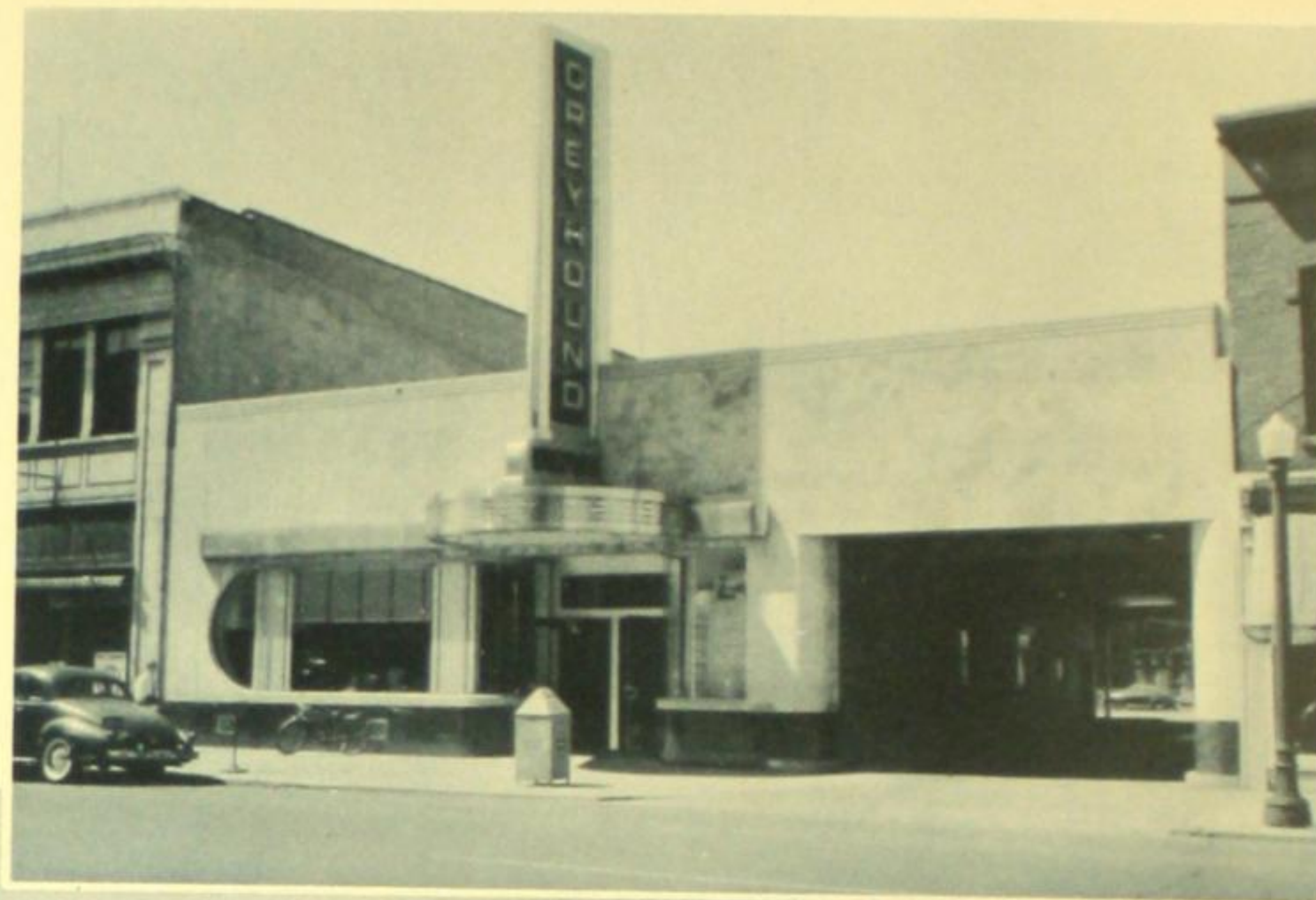
TO satisfy the heavy travel demands of businessmen, students and workers, Great Lakes Greyhound took over the ultra-modern depot at Kalamazoo, formerly operated by Eastern Michigan Motorbuses. This building, erected at a cost of \$90,000, is located in the very center of the business section, making its transportation facilities easily available to all travelers. Pre-war days saw approximately one hundred buses arrive and depart daily from this new station.

The city of Kalamazoo, better known as the "Celery Capital," lies some 30 miles east of Lake Michigan where the Kalamazoo River meets Portage Creek. Its rich soil, converted from marshland, makes the region an excellent celery growing area abounding in celery fields. Each spring finds these same fields covered with pansies that are rotated for commercial exploitation.

The Kalamazoo River furnishes the power for the paper mills that make the

city a paper-mill center. But more important is the fact that the city has always been an important point on the Chicago-Detroit highway. Industries sprang up all over to take advantage of this excellent communications spot, with the commercial cultivation of peppermint becoming one of the most outstanding products. Today Kalamazoo ranks as one of the country's leading producers of peppermint oil. While three colleges and an art center give the city a fine cultural aura, the industrial background still dominates all activities.

With the businessman, student, and worker all headed to or from Kalamazoo, the increased war-time demands for transportation placed a heavy burden upon this city. The new Kalamazoo Bus Depot taken over by Great Lakes Greyhound was sufficiently equipped to accommodate all travelers, and enabled this transportation company to carry out with full efficiency the responsibilities placed upon it.



Parcel Checking Lockers in Lobby

GREAT LAKES GREYHOUND DEPOT

KALAMAZOO, MICHIGAN

Population 54,097

Architects: BONFIELD AND CUMMING, Cleveland, Ohio.

Associate Architect: M. C. J. BILLINGHAM, Kalamazoo, Michigan.

Services: Great Lakes Greyhound Lines, Central Greyhound Lines, Central Coach Lines, Indian Trails, Short Way Lines, People's Rapid Transit Company.

EXTERIOR. The facade of the station is of limestone and polished black granite. Stainless steel is used for trim and the station is well advertised by a large stainless steel and porcelain enamel sign. Stainless steel is also used for the marquee and for the cornice along the line of the marquee.

A loading platform arrangement permits the loading of 7 buses at the same time. The platform is completely covered by a canopy.

Large plate glass windows are on each side of the entrance. Beveled glass is used above the entrance doors, and aluminum kick plates are on the doors. Two grilles are placed along the base to the left of the entrance.

The roof is of 4-ply tar and gravel.

INTERIOR. Offices for the terminal manager are conveniently located next to the Ticket Counter.

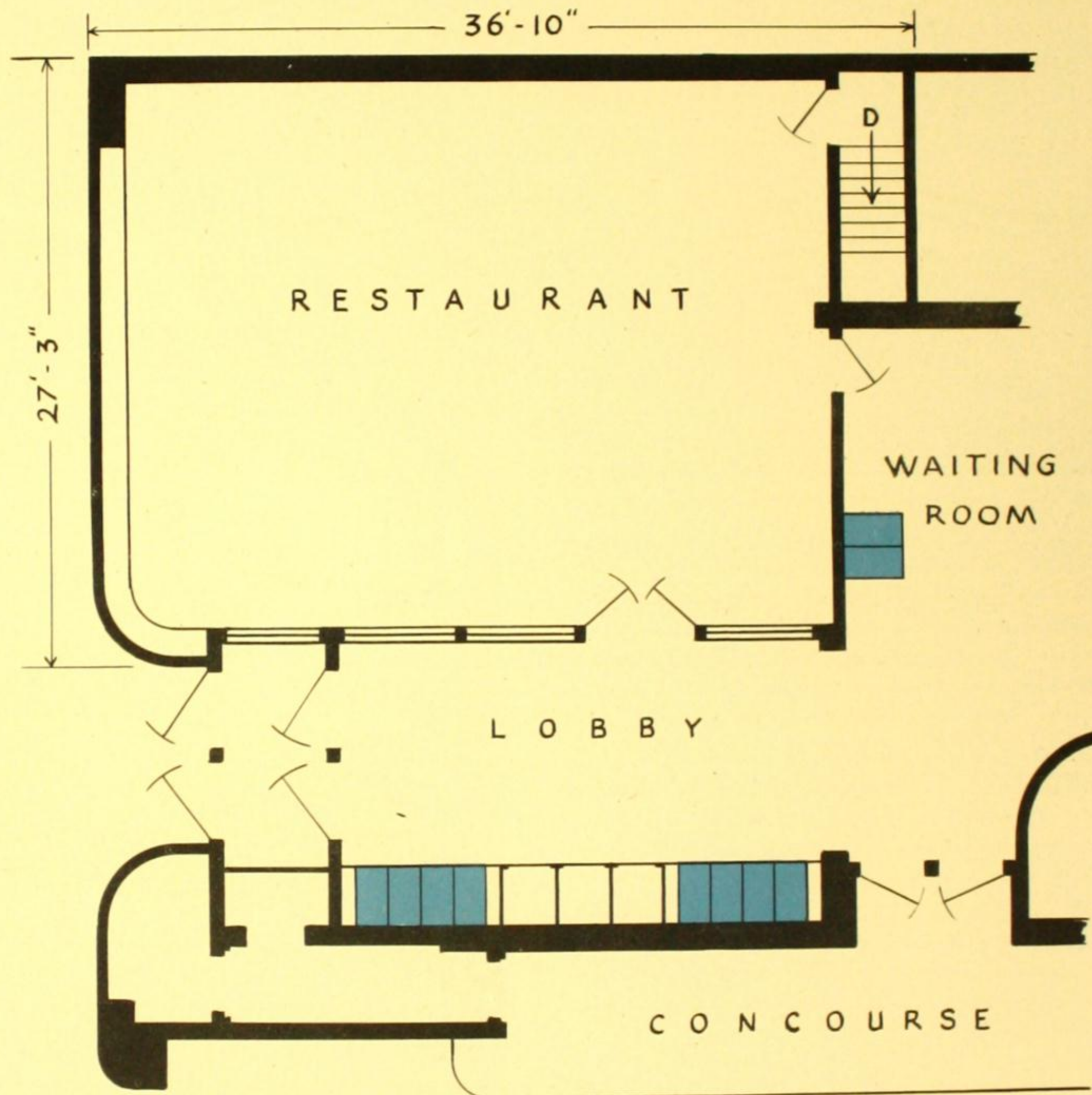
The ceilings are of suspended metal lath and plaster and fluorescent lighting is used.

A Restaurant is to the left of the lobby.

The floors are terrazzo except in the basement where the floor is cement. The wainscoting is of linoleum composition.

There are 8 recessed cabinets of Parcel Checking Lockers located 4 on each side of the phone booths, on the Concourse side of the Lobby, providing 32 compartments for the patrons' use. Two Cabinets providing 8 Lockers are located outside the Restaurant.

Effective station construction and modernization in the Kalamazoo depot has made the utmost of careful planning in line with the trend away from the outmoded facilities of the early era in bus transportation.



A simplified floor plan from blueprints furnished by Bonfield and Cumming, Cleveland, Ohio.

● American Parcel Checking Lockers are shown in blue.

RENOVATED GREYHOUND LINES DEPOT Duluth, Minn.



PHOTO BY MCKENZIE, DULUTH

DULUTH, MINN.

Population 101,065

Service: Northland Greyhound Lines, Inc.

On the western tip of Lake Superior, lies this Northwest metropolis, an important stop for water and rail transportation as well as buses of the Northland Greyhound Lines.

The population has increased considerably due to the available shipping facilities and diversity of raw materials that have attracted manufacturers and workers. This factor, combined with the usual flow of tourists, required the increase of passenger facilities at the Bus Depot at 507 West Superior Street.

In remodeling and enlarging this Station an adjacent room, formerly occupied by a sporting goods store, was added and transformed into the modern desk-type Ticket Office. Glass paneling is used on either side of the windows. There is ample space for several agents and room at one end for checking.

The old news stand was relocated in a small room formerly occupied by the district passenger agent, and a long line of Parcel Checking Lockers now occupy this space. There are 10 standard Cabinets, giving 40 compartments and 2 Cabinets allowing 6 compartments for oversize luggage.



The Renovated Waiting Room

The Waiting Room floor is tile. The walls are plastered, and the ceiling is metal. Lighting fixtures are fluorescent.

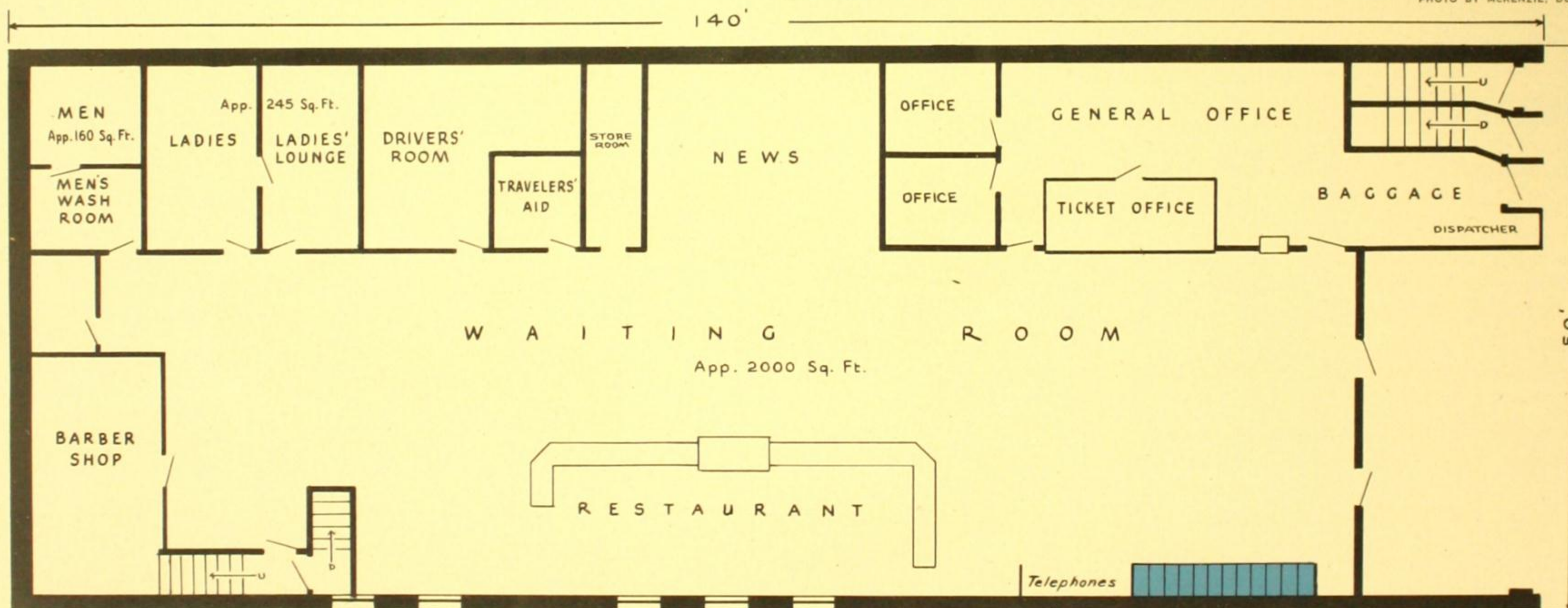
Other facilities include telephone booths, Women's Lounge Room, Dressing Room, and Men's Room, and a good size Barber Shop. There is a large news stand and a Travelers' Aid Office, as well as a Restaurant accommodating 23 persons at the counter. In addition the Restaurant has 5 booths.

All of these changes effected a much better balanced Depot layout for the personnel as well as for the comfort of the travelers. Northland Greyhound is to be congratulated on the outcome of this renovation project.



Another View of the Renovated Waiting Room

PHOTO BY MCKENZIE, DULUTH



A simplified floor plan from complete blueprints furnished by the Northland Greyhound Lines.

● American Parcel Checking Lockers are shown in blue.

NEW BUS DEPOT OVERLAND GREYHOUND

Las Vegas, Nevada

LAS VEGAS, NEVADA

Population 8,422

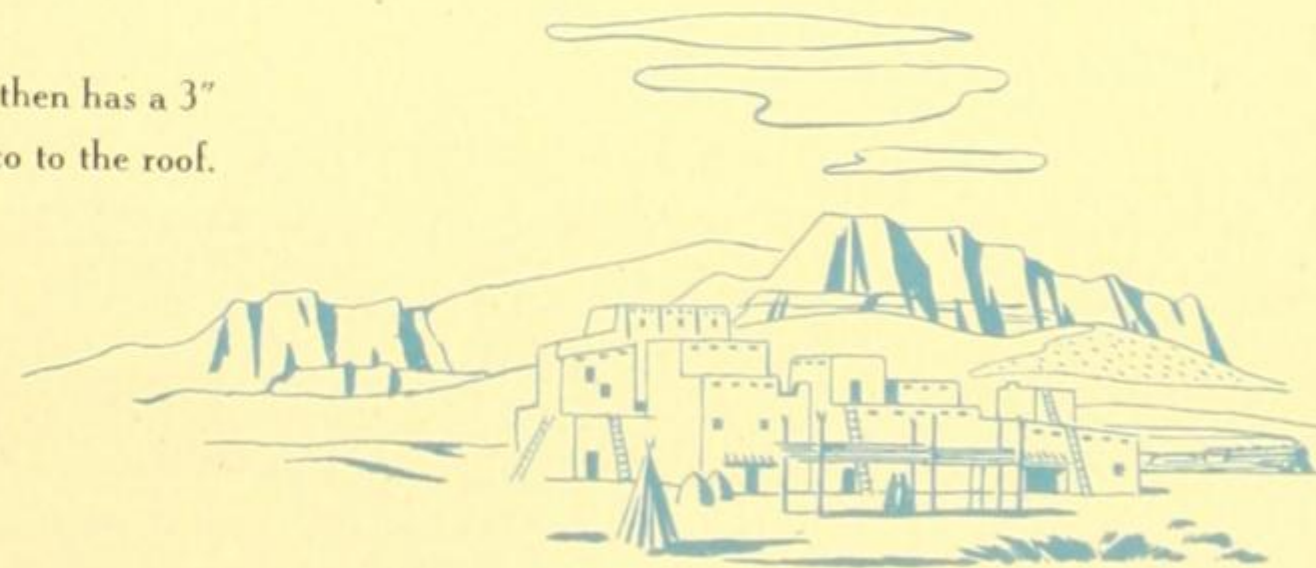
ON January 3, 1945, the new Las Vegas Bus Depot opened to the traveling public. Considered one of the most modern travel centers to be found in a city of comparable size anywhere, this Station embodies many unique features and modern conveniences for passengers.

This smart, modern building is a one-story structure located at Main and Fremont Streets and contains all the facilities of interior and exterior design known to the travel business. Its architectural style has followed the Greyhound plan of having Depots harmonize with the type community in which they are situated. In this way the structures are a definite contribution to the civic beauty of the community.

One of the unique features offered by the Las Vegas Depot is its information service designed to help with the problems met in war-time travel. Such information is supplied without cost to all patrons.

Buses are loaded and unloaded on a sheltered platform at the rear of the Station. A total of approximately 20 buses daily may be accommodated here.

The Depot is of brick up to 40" from the ground. It then has a 3" green strip, and from this point on utilizes white stucco to the roof.



Two Views of Modernistic Waiting Room



PHOTOS BY UNION PACIFIC RAILROAD

The interior of the Station has an asphalt tile floor in simple layout. Wood baseboards are brown in color. The walls are sand-beige up to 5½' with the remainder of the walls a cream color to the ceiling.

A white ceiling is made from acoustic plaster, and fluorescent lights are suspended from it.

The Waiting Room benches are of oak, and the heavy doors are oak-colored.

Before Parcel Checking Lockers were installed, the Station had no checking accommodations. Today one hundred per cent of the checking is done through Locker Cabinets. Twenty-four modern Self-service Parcel Checking Lockers are in the Waiting Room next to the benches.

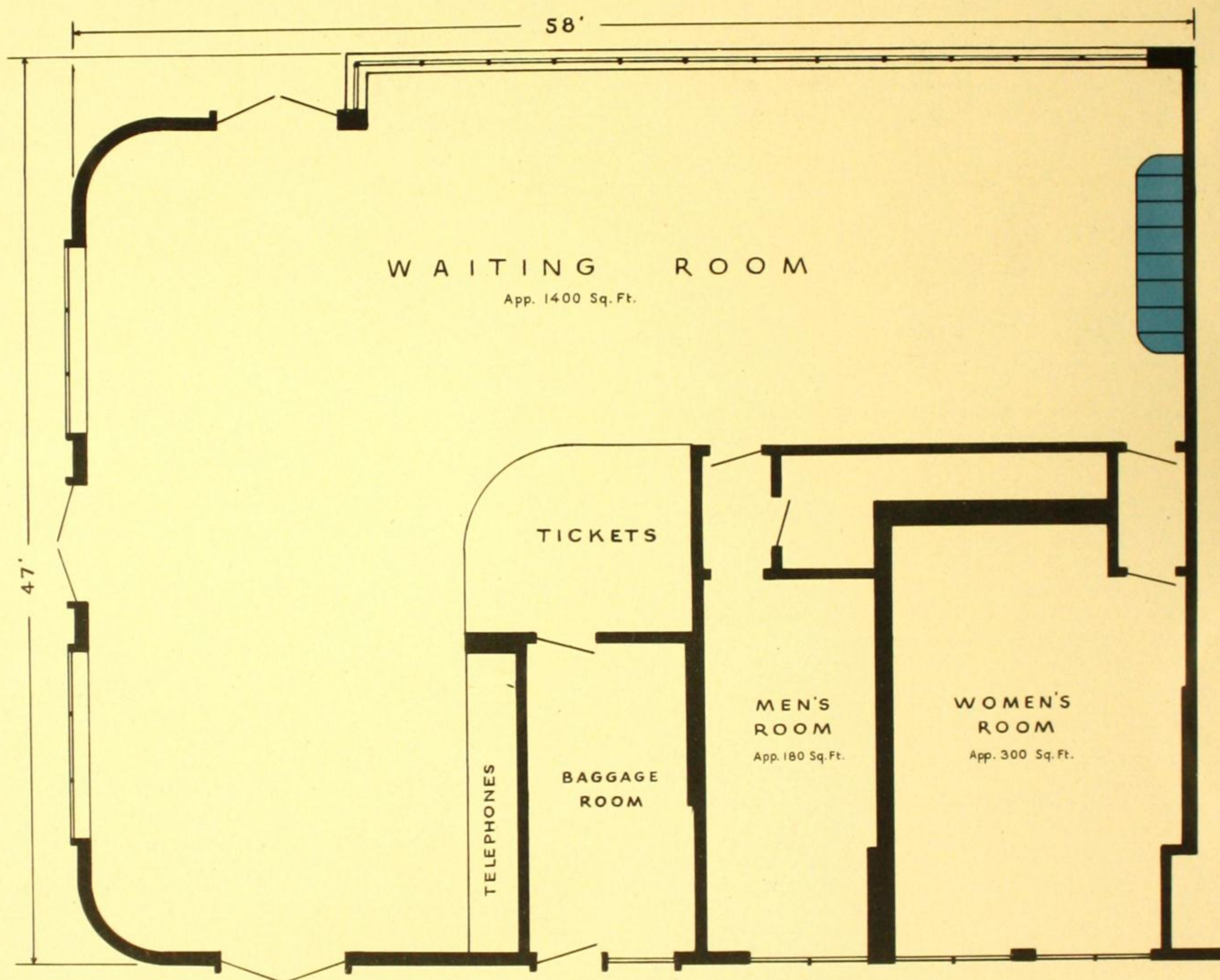
The Station is air-conditioned, with the conditioning plant located on the roof under a covered shelter. Steam heat is supplied to the Depot from the nearby railroad.

Built-in Telephone Booths, clean, modern Rest Rooms, and a conveniently located Ticket Office and Information Counter complement the Station's facilities.

Although a small Station, the Las Vegas Depot daily serves schedules to Los Angeles, Reno, Phoenix, Ely, Salt Lake City and points north and east. Besides Overland Greyhound, the Station is used by the Las Vegas-Tonopah-Reno Stage Lines, the Las Vegas-Needles-Phoenix Stage Line, the Ely-Las Vegas Bus Line, and the Union Pacific Stages.

A simplified floor plan from blueprints furnished by Overland Greyhound Lines, Inc.

● American Parcel Checking Lockers are shown in blue.



NEW BUS DEPOT OF THE GREYHOUND LINES

Buffalo, New York

AT the foot of Lake Erie is the city of Buffalo, New York, the largest upstate commercial and industrial center.

Ranking eighth among the nation's industrial centers, Buffalo has 1,400 major plants employing about 200,000 workers and annually producing goods valued at approximately \$500,000,000. Its twenty-odd blast furnaces have an annual capacity of 3,000,000 tons of pig iron. Three-fourths of the country's wall-board supply is made in Buffalo, and the city has the largest linseed-crushing and the largest dye plants in the country. An added advantage to the city is the chemically suitable water that has encouraged rubber manufacturing, resulting in a \$25,000,000 plant.

The early history of Buffalo has to do with its important position as a transportation break in the east-west route. This place in traffic led the city to its present status of the second largest railroad center in the United States with a total of 3,000 freight cars clearing every twenty-four hours.

When Niagara Falls was harnessed with its potential of 11,000,000 horsepower at low rates, the industrial impetus surged forward. Blast furnaces came into being, new factories sprang up with the resultant expansion of commerce. The growth of commerce had

its effect on industry by furnishing the latter with ample funds. Buffalo found itself one of the great grain and livestock markets of the world.

The city spread rapidly. Today it boasts a main street seven miles long. It is a completely metropolitan thoroughfare.

At the head of bus transportation is the city's Central Greyhound Depot, a beautiful, modernistic structure whose completion is part of the romantic saga of

the growth of the Greyhound Lines. Within the last 28 years romance in business is supposed to have disappeared. Yet the rise of the Greyhound Lines from a single touring car in 1914 to the world's largest motor coach transportation company today has its fitting climax in the Buffalo terminal as one of its many new and ultra-modern stations.

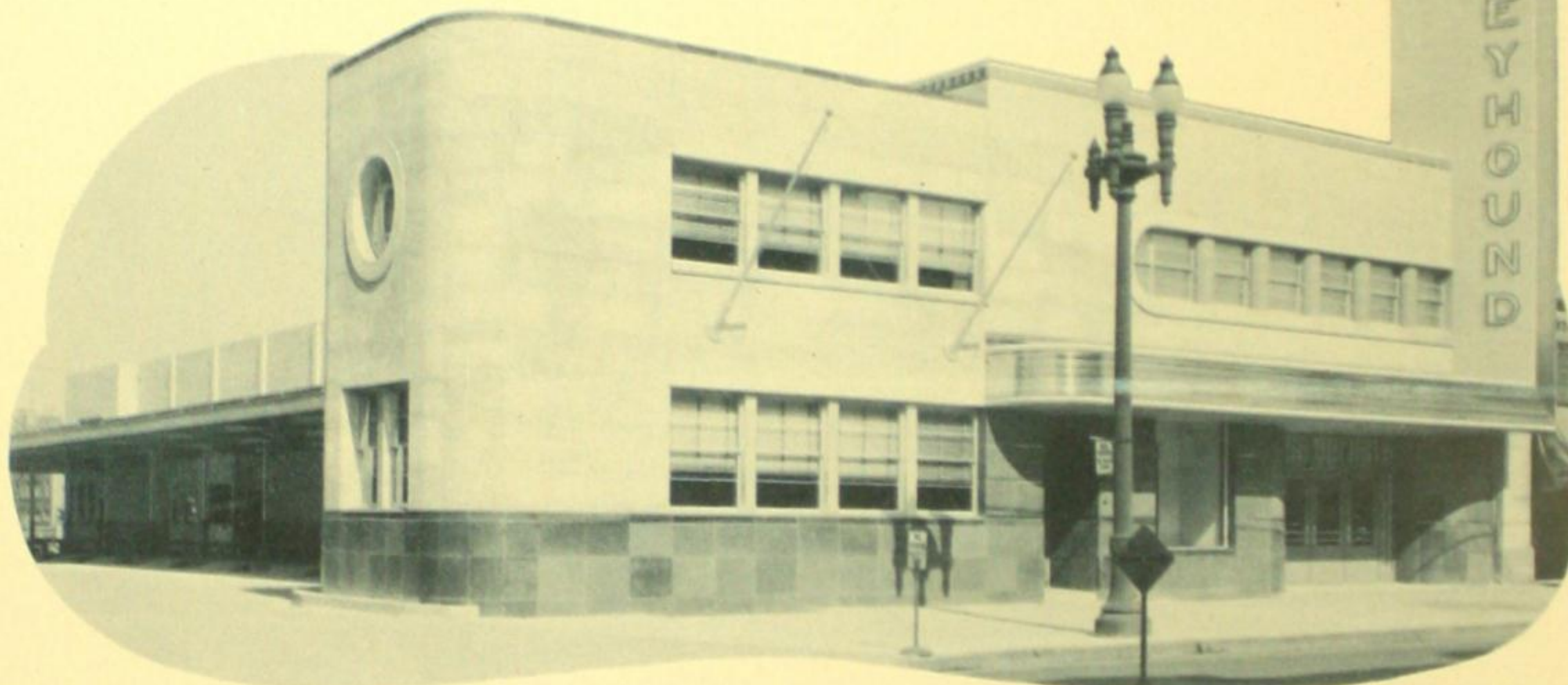
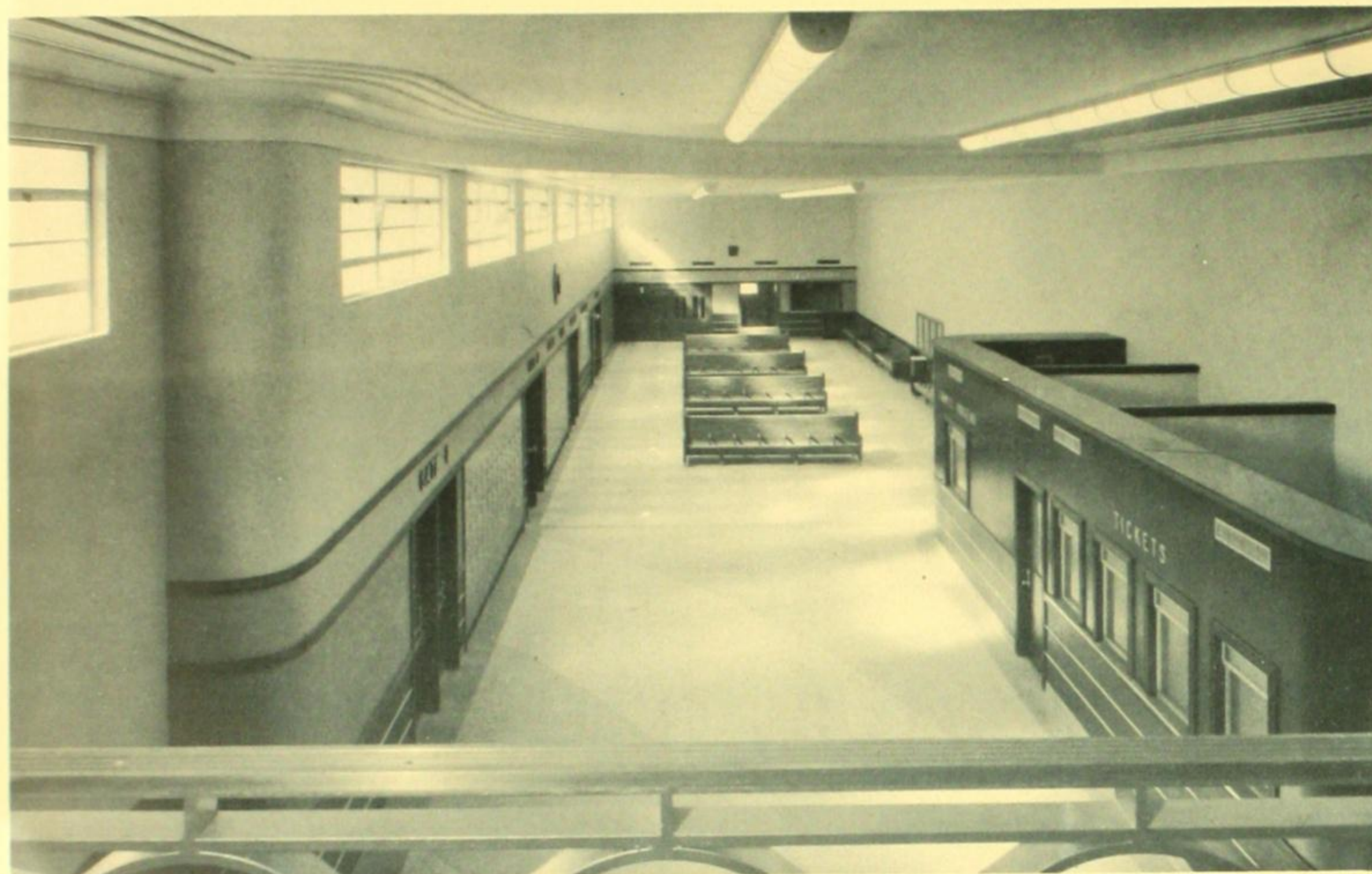


PHOTO BY HARE PHOTOGRAPHS, INC., BUFFALO



Waiting Room as Seen
from Mezzanine



The Recessed Parcel
Locker Locations

PHOTOS BY HARE PHOTOGRAPHS, INC., BUFFALO

NEW BUS DEPOT of the GREYHOUND LINES

BUFFALO, NEW YORK

Population 575,901

Architects: WISCHMEYER, ARRASMITH & ELSWICK, Louisville, Kentucky.

Associate Architect: ROSWELL E. PFOHL, Buffalo, New York.

Services: Central Greyhound Lines, Buffalo & Erie Coach Corporation, Canada Coach Lines Ltd., Edwards Lakes to Sea System, Erie Coach Lines Ltd., Genesee Bus Lines, Grand Island Transit Corp., Gray Coach Lines Ltd. and West Ridge Transportation Co.

This \$385,000 Central Greyhound Lines' terminal opened in Buffalo, New York, May 1, 1941. Construction of this depot was made necessary by a rapid increase in business for Central Greyhound in the Buffalo area. The city is one of the most important points on the entire Greyhound system, since it is the gateway to Canada and at the same time the transfer point for thousands of sightseers to Niagara Falls each year.

An interesting feature of schedule arrangement is that all buses of the Greyhound Lines allow at least a half hour stop for passengers at the Buffalo terminal and practically all through schedules arrive at meal time.

Structural Details and Facilities

EXTERIOR. The structure, at 664-672 Main Street, is a concrete, steel, and tile building that can load and unload eleven buses simultaneously at its saw-tooth platform. There is ample parking space for that many more buses. The depot is 226' long and houses a Waiting Room, Ticket Office, Restaurant, Travel Bureau, Executive Offices, and many terminal facilities for passengers and management.

The concourse is completely covered, and close by is a taxi stand on a concrete driveway just outside the Baggage Room. A continuous pre-fabricated expansion joint runs between the concourse and driveway.

The facing of the structure is of blue terra cotta below the first-floor windows and around the doors, with white limestone on the upper part of the building. To the left of the main entrance is a

display window, and above the main doors is a marquee and vertical company sign.

The rear of the depot has a common brick face. Solid brick headers are used at least every 7th course for all brickwork.

INTERIOR. The vestibule at the Main Street entrance has a terrazzo floor with metal thresholds. This room leads into the Lobby containing a Restaurant and news stand at the left, a Ticket Office and Travel Bureau Office on the right, and the Waiting Room at the rear. The Restaurant and news stand are completely cut off from the Terminal proper by a glass partition.

The rear of the Waiting Room has a Parcel and Baggage Checking Department, Public Telephones, and a Telegraph Service.

Patterned terrazzo floors with metal strips between the squares cover all principal areas. In the Waiting Room the squares are 30" x 30" with 1/4"-wide composition strips.

All wall bases are cement with the material and finish of the walls a semi-smooth plaster, painted buff.

The ceilings are rough plaster, painted buff, and housing fluorescent lights.

The Ticket Office has a walnut finish veneer, stainless steel window frames, and opaque glass windows. There are 5 ticket windows with 3 in general use. These windows have open tops.

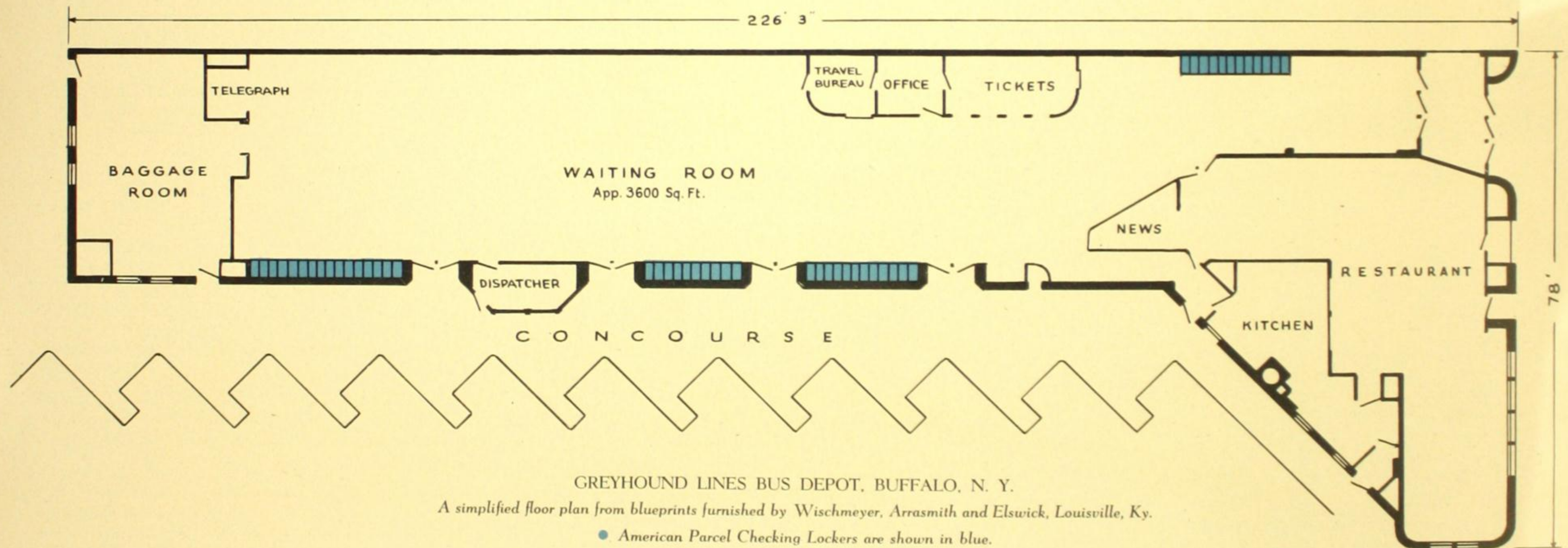
Restaurant facilities provide a high soda fountain, low lunch counters, and wall booths.

The modern Parcel Checking Lockers have been placed at several vantage points that avoid congested traffic lanes, yet in positions where their eye appeal suggests their ready convenience. There are 152 Self-service Parcel Checking Lockers recessed in the wall of the Waiting Room in groups of 64, 40, and 48. Another 48 Parcel Checking Lockers which are not recessed are located in the entrance Lobby.

The new system of forced circulation of hot air is located in the basement. All radiators in the building are recessed.

Rest Rooms for Men and Women as well as the Executive Offices are located upstairs in the Mezzanine.

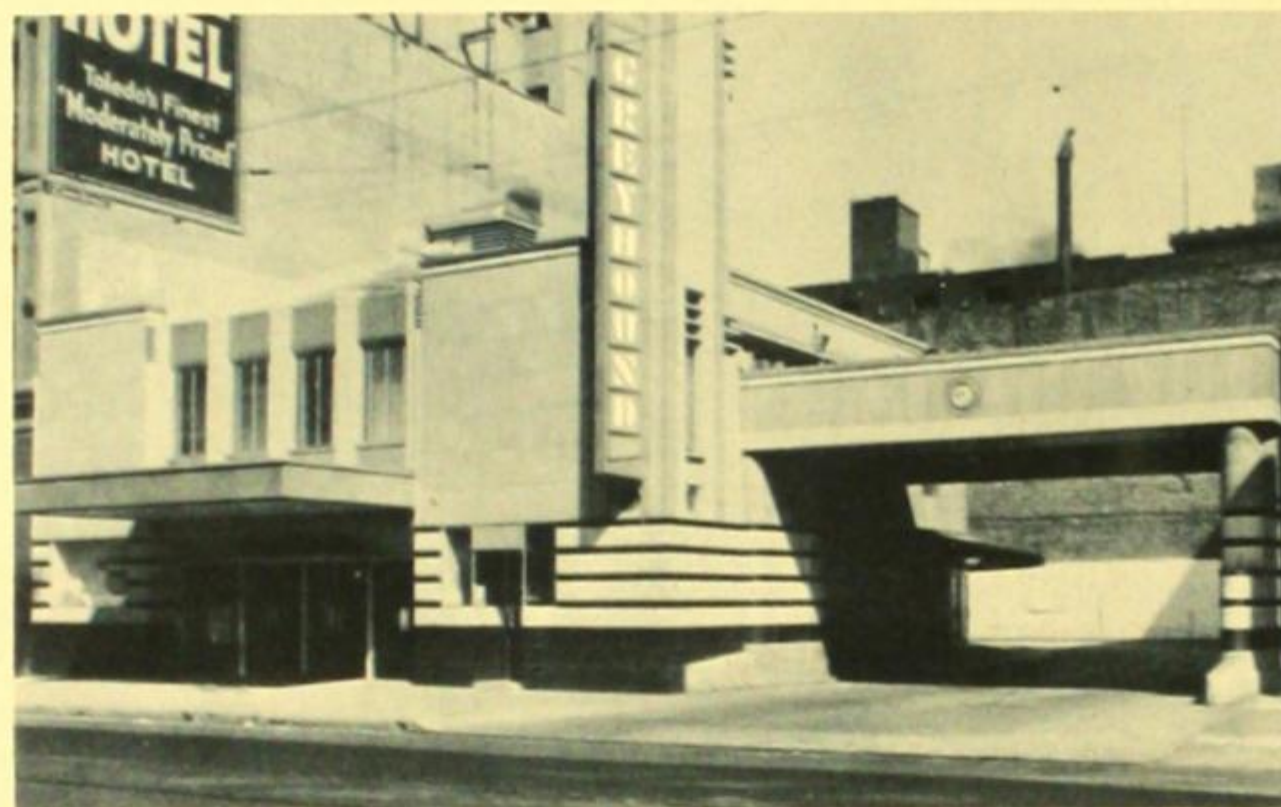
The completion of this Terminal added another link with all the numerous Greyhound travel centers across the nation that are being streamlined and modernized in keeping with the luxurious Super-coaches which they accommodate. The addition of special features and passenger conveniences make the Buffalo Terminal one of the finest depots on the Greyhound port-of-call list.



GREYHOUND TERMINAL OF TOLEDO

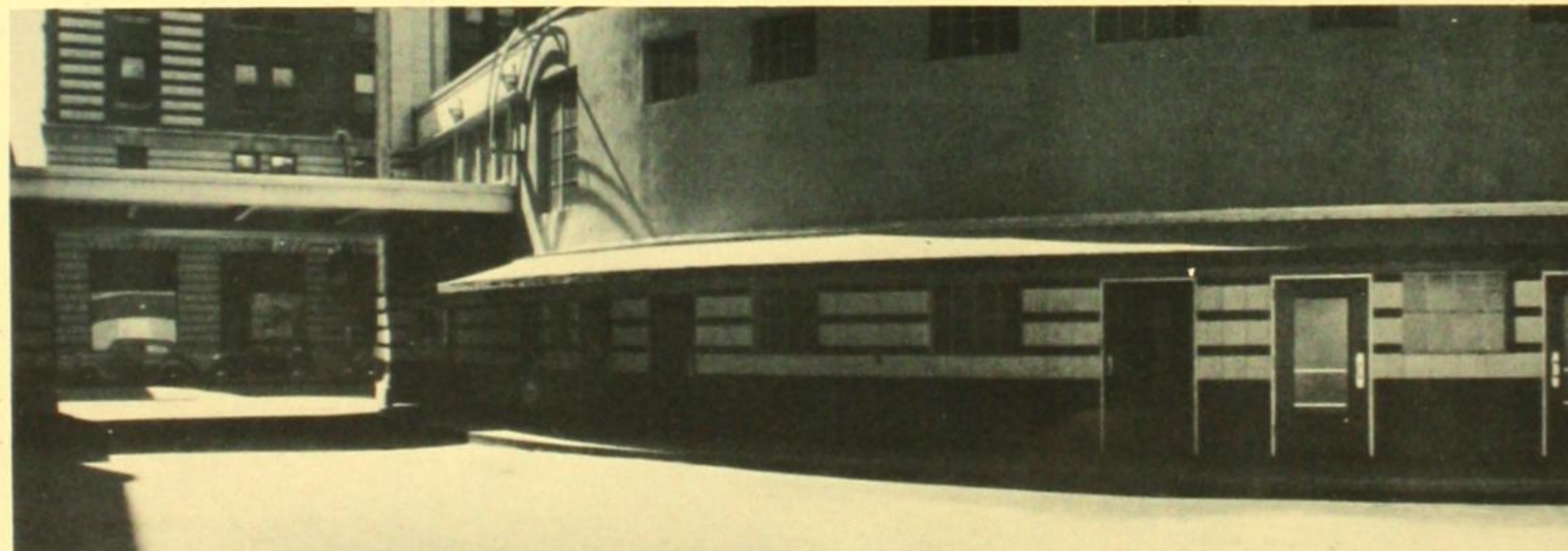
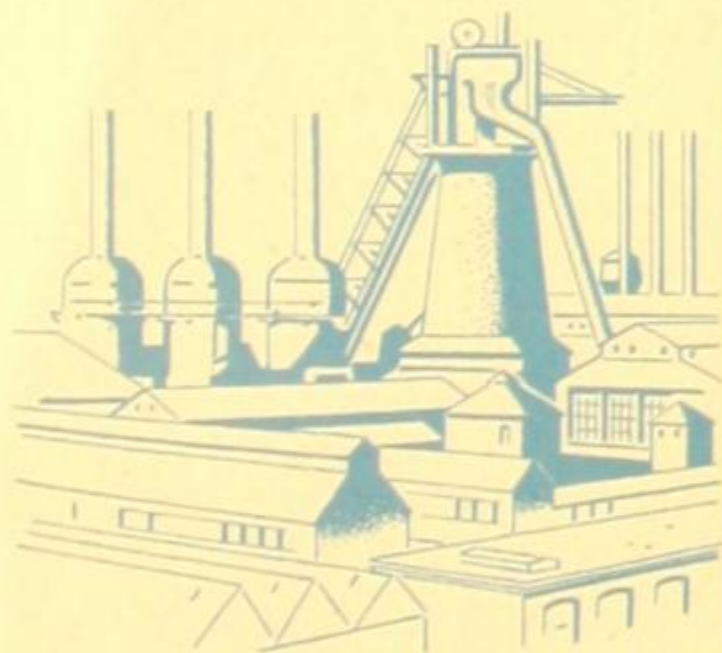
Toledo, Ohio

IN the world of industry Toledo, Ohio, stands as Gargantua. The city is a true industrial giant. As the third largest port on the Great Lakes, it is the world's greatest shipper of bituminous coal. More than one-eighth of the nation's freight cars pass through its yards, and a steady stream of freighters pass up its Maumee River. Toledo's industry and transportation system are completely inter-dependent. Its shores are covered with wharves, factories, warehouses, and refineries. Twenty-four railroads converge on the city, with coal trains from Ohio, West Virginia, and Kentucky constantly hauling their freight. At forty wharves, huge machines pick up these cars one by one and dump the contents into holds of ships. Equally gigantic are scoops that unburden incoming freighters of their ore.



Against this background of brute strength is the business district where modern tall buildings, hotels, offices, and stores seem thoroughly metropolitan. This material expansion of the city brought a cultural growth best seen in the extensive park system, the University of the City of Toledo, the city's Museum of Art, and its city-manager plan of government adopted in 1934.

Such a position of industrial leadership has made Toledo a vitally important transportation center. Three U. S. highways lead to Chicago and two lead to Detroit. Over these roads roll the buses of the Central Greyhound, Pennsylvania Greyhound, and the Great Lakes Greyhound Lines. Whether they remain at Toledo or continue on, the Greyhound Terminal in the city has been so constructed as to provide quick and efficient service for all of them.



PHOTOS BY IVAN BURKHART, PERRYBURG

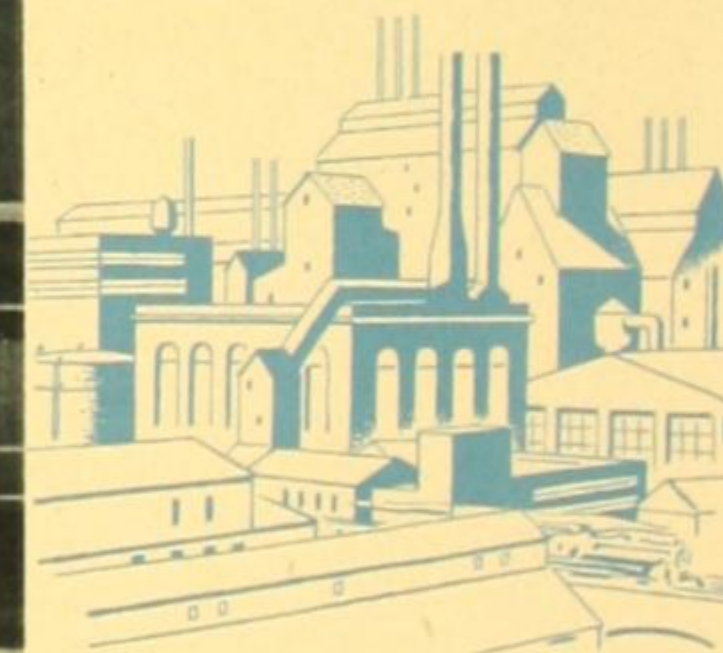




PHOTO BY IVAN BURKHART, PERRYSBURG

Two Views of the
Ultramodern Waiting Room



GREYHOUND TERMINAL OF TOLEDO

TOLEDO, OHIO

Population 282,349

Architects: WILFRED D. HOLTZMAN, Toledo, Ohio.

Engineers: FORSTER, WERNERT, TAYLOR, Toledo, Ohio.

Services: Central Greyhound Lines, Findlay-Fremont Bus Line, Great Lakes Greyhound Lines, Pennsylvania Greyhound Lines, Short Way Lines, and the Great Lakes Greyhound Lines of Indiana.

This up-to-the-minute Terminal is in its tenth year and offers a complete and efficient service for travelers to and from Toledo. The cost of construction in 1935 was \$89,500. In this Terminal the architects and builders added an architectural gem among the Greyhound Stations that dot the country from coast to coast.

Structural Details and Facilities

EXTERIOR. This is a modernistic structure built in the "L" type, 2 stories high, with a completely covered bus roadway and loading platform. Reinforced concrete is used for the foundation walls and column footings, concourse platform and bumpers at entrance and exit of bus driveway. The bus roadway is of asphaltic concrete. The exterior facing is terra cotta. Brick, painted to match the terra cotta, is used on the wall next to the alley.

A large vertical neon sign is located between the marquee and the concourse entrance, surmounted by the Greyhound trademark in lights. A clock is centered in the panel above the concourse entrance.

This Station is conveniently located at 420 Jefferson Ave., next to the Melrose Hotel and across the street from the Secor Hotel.

INTERIOR. Structural steel is employed for the framing of the columns and beams and for the roof construction. The stairways are steel and the balcony railing is of ornamental iron.

Hollow clay partitions are used in the interior construction. The walls and ceiling are plastered, and the flooring is composition except for the Baggage Room and the Luggage Storeroom where the floor is of cement finish.

The Waiting Room and Mezzanine are built on an oval and the entire area is skylighted.

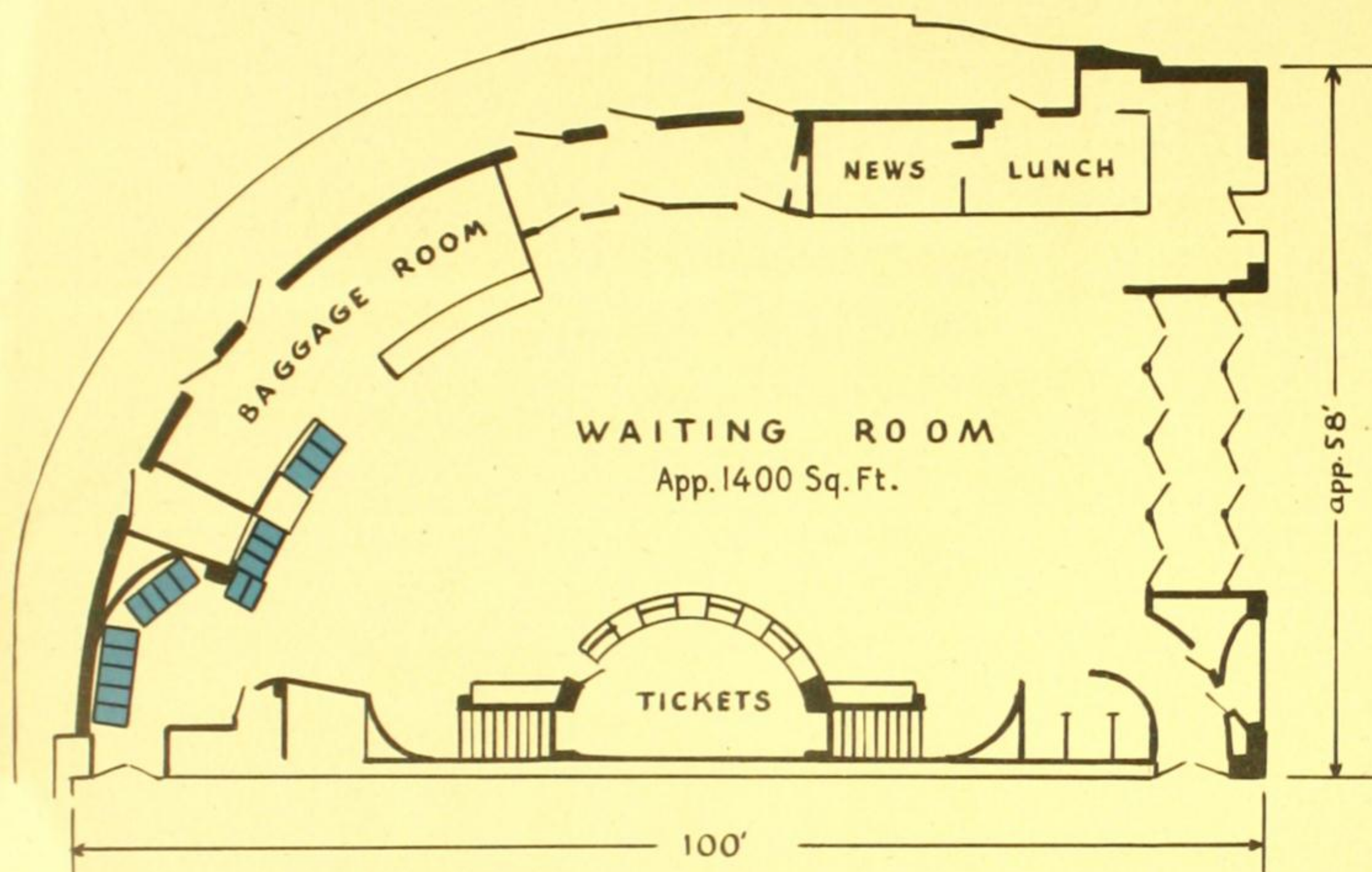
The interior of the Waiting Room is ultramodern from the oval Ticket Office to the tastefully decorated benches that fan out from this Ticket Office. Also located in the Waiting Room are a News Stand and Lunch Room.

On the Mezzanine, in addition to the Phone Room, there is a Women's Room with tile wainscoting and metal partitions.

The Men's Room is in the basement of the adjoining hotel.

Conveniently located near the Baggage Room are 17 cabinets of American Parcel Checking Lockers, providing 68 compartments for the convenience of the traveler's checking requirements.

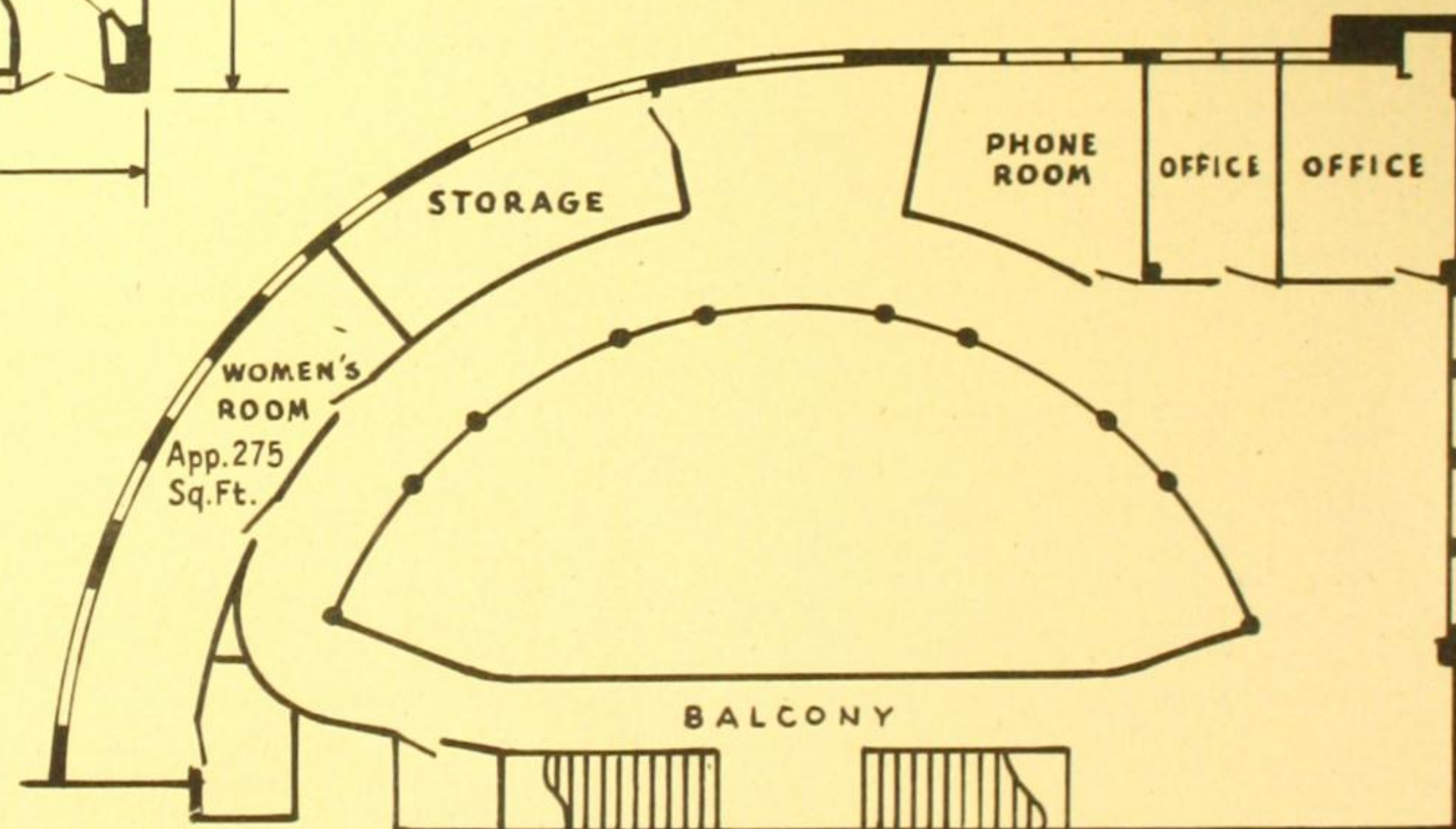
The functional design of the building, both inside and out, reveals careful planning for managerial efficiency and passenger comfort.



FIRST FLOOR PLAN

GREYHOUND TERMINAL of TOLEDO

Simplified floor plans taken from blueprints furnished by Wilfred D. Holtzman, Toledo, Ohio.
 ● American Parcel Checking Lockers are shown in blue.



MEZZANINE FLOOR PLAN

GREAT LAKES GREYHOUND BUS DEPOT

Saginaw, Michigan

AT the corner of Baum Street and Tuscola Street in this busy Michigan city of over 80,000 people, there stands a striking looking, long, low structure of Michigan rough stone and dressed logs. With its two-story octagonal entrance "tower" and fieldstone chimney clinging to the Tuscola Street side, it looks like a fashionable clubhouse, or at least a well-preserved structure of historical significance. It is neither. It is the new Greyhound Lines Bus Station for Saginaw, built in 1942, at a cost of about \$90,000.

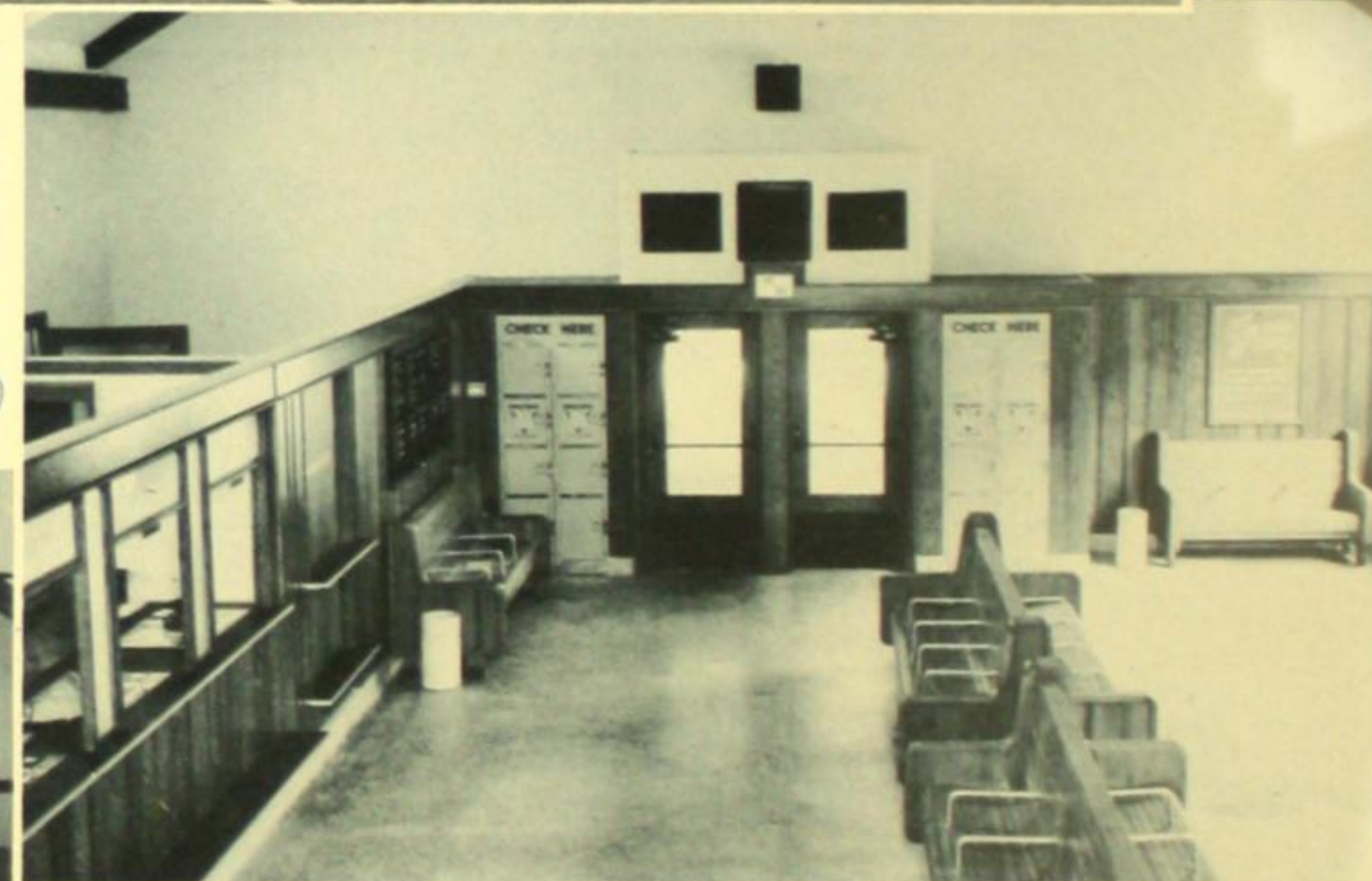
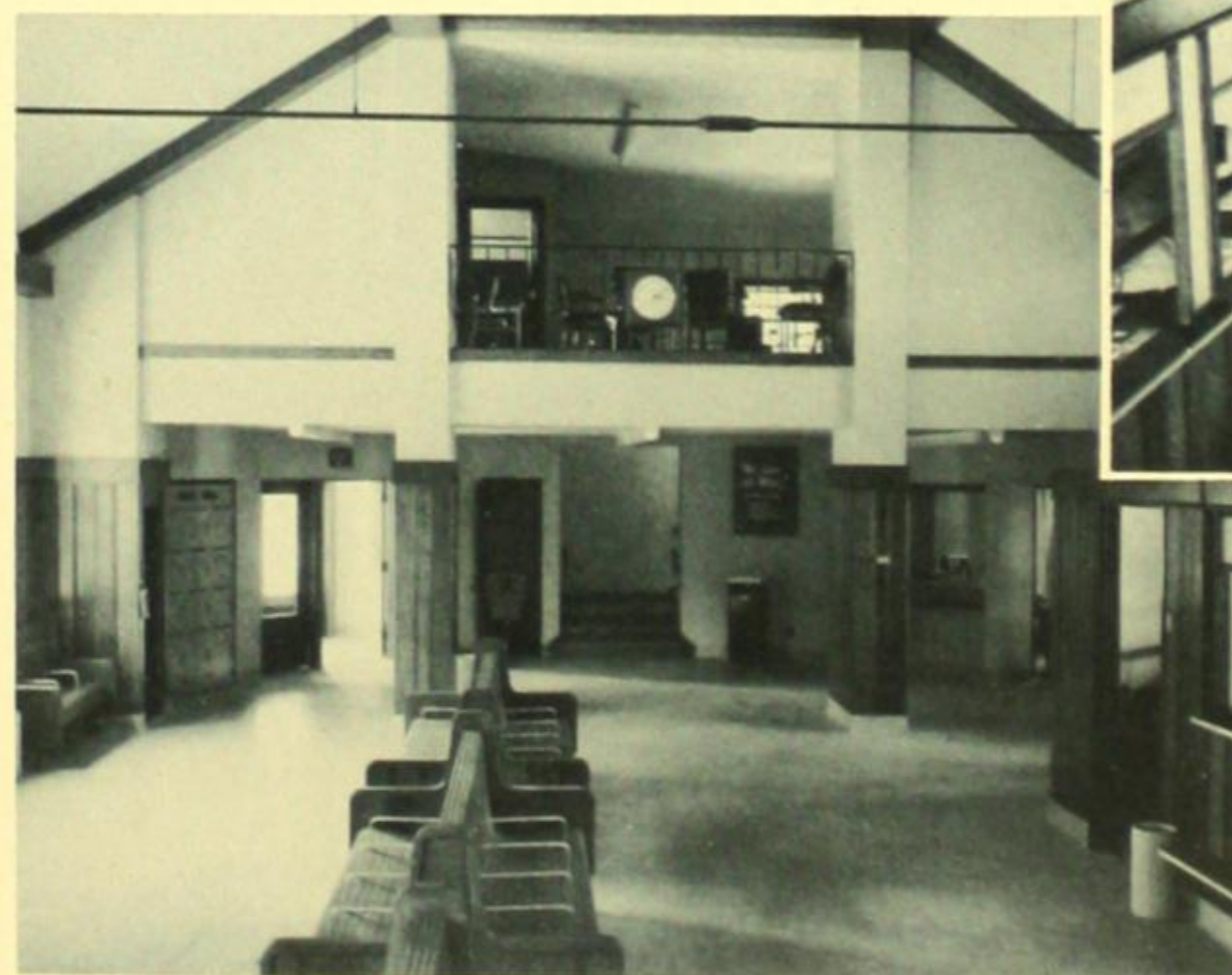
Within easy access of the Saginaw shopping and business districts, the new depot is most advantageously located to serve the busy traffic requirements of six different Bus Lines which share its many facilities.

Saginaw of today is an extremely active city. Retail sales in 1943 zoomed sharply upward to over \$53,000,000 from the \$35,000,000 mark of 1939. The city and retail zone of Saginaw is today estimated to be better than 215,000.

Add to this retail market traffic, the constant need for travel of civilians and military personnel, and the necessity of an efficiently planned headquarters for bus traffic to and from Saginaw is clear.

The new Greyhound Lines Bus Depot is a handsome building, in keeping with the traditions of old Saginaw, and, due to its many facilities and conveniences, is a comfortable stop-over point for travelers.

Not the least of its many points of value is the fact that its facilities are so arranged that a considerably greater volume of traffic can be handled as smoothly as at present — keeping pace with the future growth of Saginaw.



Two Views of the Waiting Room



GREAT LAKES GREYHOUND BUS DEPOT

SAGINAW, MICHIGAN

Population 82,794

Architects: BONFIELD AND CUMMING, Cleveland, Ohio.

Associate Architects: FRANTZ AND SPENCE, Saginaw, Michigan.

Services: Great Lakes Greyhound Lines. Indian Trails and Hill Bus Line. Yellow Bus Line. Saginaw-Port Huron Bus Line. Central Michigan Bus Line. Thumb Bus Line.

This Greyhound Bus Station, utilized by six Bus Lines, was completed in June, 1942, at a cost of about \$90,000. In design, reminiscent of the early lumbering and pioneer days of Saginaw, the building fittingly uses stone and logs for its construction and further carries out the historical note by means of an octagonal "block-house" corner entrance, and a fieldstone chimney of hospitable proportions.

Structural Details and Facilities

EXTERIOR. The building is long, low and one-story in height except for the octagonal entrance unit which faces the intersection of Tuscola and Baum Streets.

Michigan rough stone and dressed logs are used as exterior finish. A pitched tile roof and fieldstone chimney located midway along the Tuscola Street side, between 2 large small-paned windows of early design, complete the outside appearance.

To the right, or east, as shown in the photograph, a wide concrete concourse leads under an extension of the main tile roof to the loading platform which continues around onto the north side of the building. On the east side, the platform is straight-curbed, but on the north, the saw-tooth design is employed, permitting three buses to dock at once.

A canopy extends over the north saw-tooth platform for protection. Lighting of the entire platform, east and north, is provided by floodlights under the roof and in the canopy, respectively.

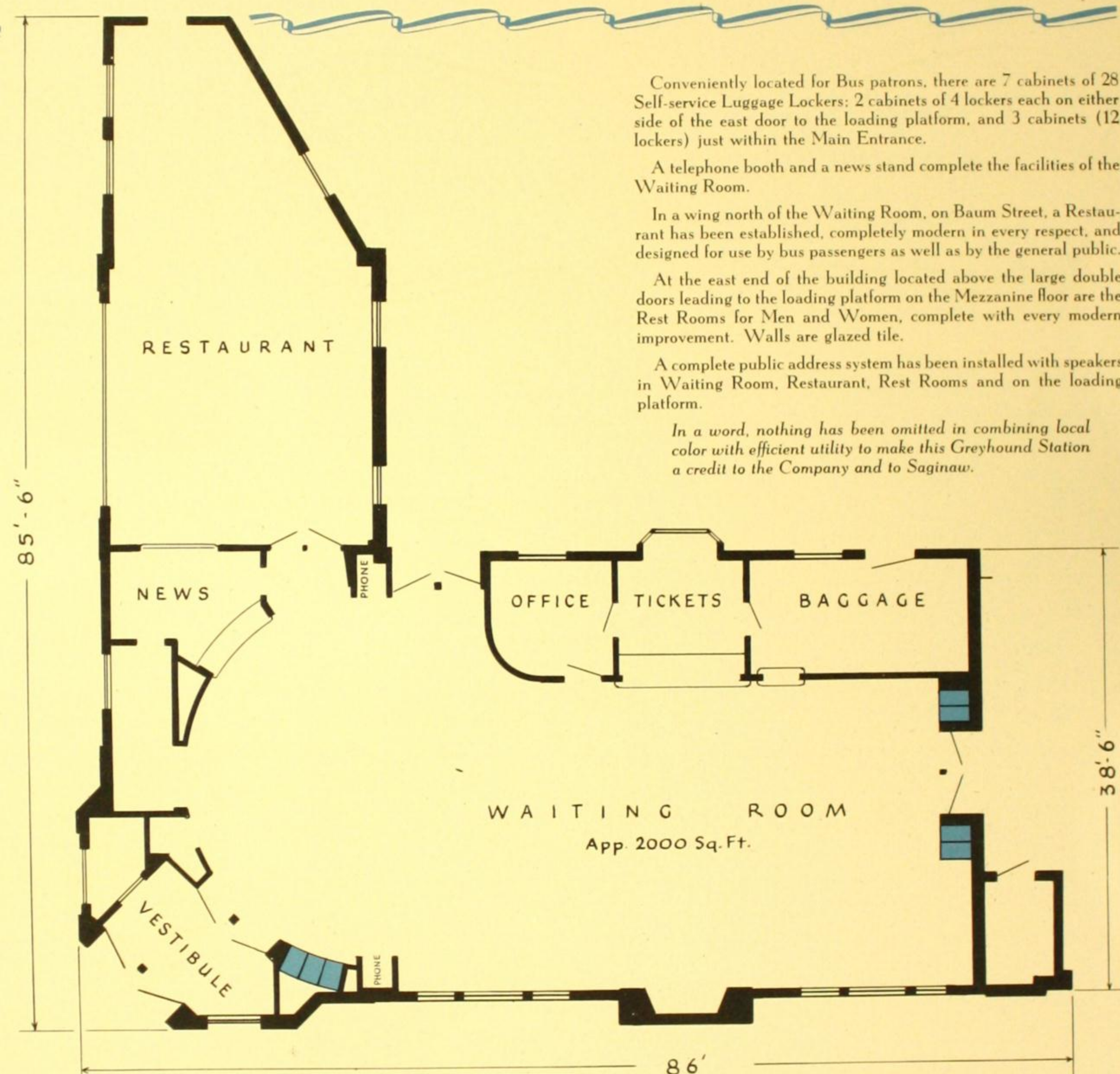
INTERIOR. The octagonal two-story "block-house" entrance at the corner of Baum and Tuscola Streets opens into a commodious Waiting Room, bountifully supplied with comfortable seats with arm rests.

Flooring is terrazzo in Vestibule, Waiting Room and Mezzanine.

Conforming to the general "pioneer" motif, walls throughout are of plaster with wainscots of natural finish knotty pine. The exposed beam ceiling below the pitched roof is 18'6".

Lighting is of the indirect fluorescent type.

At the north side of the Waiting Room are the Manager's Office, Ticket Office, and a Baggage Room. The south side, looking out on Tuscola Street, is principally taken up with small-paned windows in the colonial style, comfortable benches, and a traditional fieldstone fireplace and chimney flanked by decorative lamps.



A simplified floor plan from blueprints furnished by Bonfield and Cumming, Cleveland, Ohio.

● American Parcel Checking Lockers are shown in blue.

Conveniently located for Bus patrons, there are 7 cabinets of 28 Self-service Luggage Lockers; 2 cabinets of 4 lockers each on either side of the east door to the loading platform, and 3 cabinets (12 lockers) just within the Main Entrance.

A telephone booth and a news stand complete the facilities of the Waiting Room.

In a wing north of the Waiting Room, on Baum Street, a Restaurant has been established, completely modern in every respect, and designed for use by bus passengers as well as by the general public.

At the east end of the building located above the large double doors leading to the loading platform on the Mezzanine floor are the Rest Rooms for Men and Women, complete with every modern improvement. Walls are glazed tile.

A complete public address system has been installed with speakers in Waiting Room, Restaurant, Rest Rooms and on the loading platform.

In a word, nothing has been omitted in combining local color with efficient utility to make this Greyhound Station a credit to the Company and to Saginaw.

MODERN NEW GREYHOUND BUS TERMINAL Cincinnati, Ohio

AS the second largest city in Ohio and the metropolis of the southern part of the state, Cincinnati has long been a shopping and cultural center for the farmers and small-town folk of a territory in Ohio, Indiana, and Kentucky that is many square miles in extent. Principal reason for Cincinnati being settled was the Ohio River over whose waters a packet service and brisk river trade still continue. Yet with all the industries located in the city, Cincinnati is essentially commercial.

Just outside the city limits there is an extensive area that includes the cities of Covington and Newport, across the river in Kentucky. This area is closer to Cincinnati's center of commercial activity than some of its own sections. This region, totaling nearly 1,000,000 residents, is known as Greater Cincinnati. Since there are no large rival cities nearby, — buses, trains, and automobiles daily pour thousands of people into the city.

A great deal of this traffic is due, no doubt, to the varied products of the city.

Cincinnati claims to have the highest per capita wealth for cities of its size. Its industries turn out tools, bakery products, packaged groceries, text-books, medicines, trade magazines, and shoes to name but a few items. A large nationally recognized plant manufacturing electrical machinery is located here, as are a can company, an auto body plant, and a radio corporation. In the field of meat packing, soap production, radios, processed food, playing cards, and clothing, the city ranks high in the nation. It is, furthermore, a great coal-marketing center.

The volume of traffic pressing in and out of a city of Cincinnati's proportions creates a heavy demand upon all bus lines serving the city. The Greyhound Terminal of Cincinnati services ten bus lines in an attempt to meet all war-time emergencies and alleviate the strain of over-taxed facilities. Skilled management has overcome most of the difficulties involved, and the terminal is today running at the peak of its efficiency.



PHOTO BY W. T. MYERS & CO., CINCINNATI



The Busy Waiting Room



MODERN NEW GREYHOUND BUS TERMINAL

CINCINNATI, OHIO

Population 455,610

Architects: WISCHMEYER, ARRASMITH & ELSWICK, Louisville, Ky.

Associate Architects: POTTER, TYLER & MARTIN, Cincinnati, O.

Services: Atlantic Greyhound Lines, Capitol Greyhound Lines, Great Lakes Greyhound Lines, Pennsylvania Greyhound Lines, Southeastern Greyhound Lines, The King Brothers Company, The Ohio Bus Line Company, R. S. Croswell Transportation, Inc., Blue Ribbon Bus Lines, and Greenfield-Cincinnati Bus Line.

The Greyhound Lines terminal whose construction was started in September, 1941, and completed in June, 1942, at a cost of \$325,000, has a daily average of arrivals and departures in buses of 381. The number of passengers passing through the terminal varies anywhere from 10,000 to 22,000 daily with a notable increase lately. It is estimated that about 5,500,000 people pass through the station yearly.

Structural Details and Facilities

The building is an island type unit with a loading platform of the saw-tooth design. Its entire structural system, including walls, foundations, floors, beams, concourse platform, and bus driveway is of reinforced concrete design.

EXTERIOR. The front of the building is faced with Indiana limestone trimmed in black terra cotta. There is an aluminum marquee over the entrance. A pre-fabricated expansion joint is continuous between the Concourse and walls, and a continuous expansion joint runs between the driveway and the Concourse. There are concrete steps on either side of the Concourse. A canopy covers the entire loading and unloading platform. Subway gratings are in front of the Restaurant and Drug Store.

INTERIOR. All walls are of plaster except for the wainscot which is covered with burlap and painted pink.

The ceilings are treated acoustically and decorated in a cream color tone.

The Waiting Room has a terrazzo floor divided into 30" squares with composition strips. On one side of the room, close to the Restaurant, is a soda fountain. Opposite the Lobby is the Ticket Office with the Dispatcher's Office behind it. Waiting Room furniture is walnut.

This terminal has a total of 58 Parcel checking Locker Cabinets or 232 compartments. They are recessed in the walls of the Waiting Room at several convenient locations, strategically selected so as to avoid congested areas, prevent cross-traffic, and permit free movement of passengers through the Station. For example, one such group of Self-service Lockers is near the Pillow Concession, while two other groups are located on either side of the Ticket Office. 10

cabinets are located in the basement and do not show on the floor plan illustrated on the next page.

The right side of the lobby has a barber shop, a passage to the drug store, and a telegraph bureau. On the left, there is a Travel Bureau; a Travelers Aid Office, and a news stand.

Metal thresholds are employed in the vestibule.

Lighting throughout the building is fluorescent.

The Restaurant is the same as the Waiting Room, except that the furnishings are leather and chrome metal with a dark brown color scheme. Its seating capacity is approximately 95.

Tile floors and base are used in the toilets.

In the Lounge dark brown is the color scheme with leather and chrome chairs completing the furnishing.

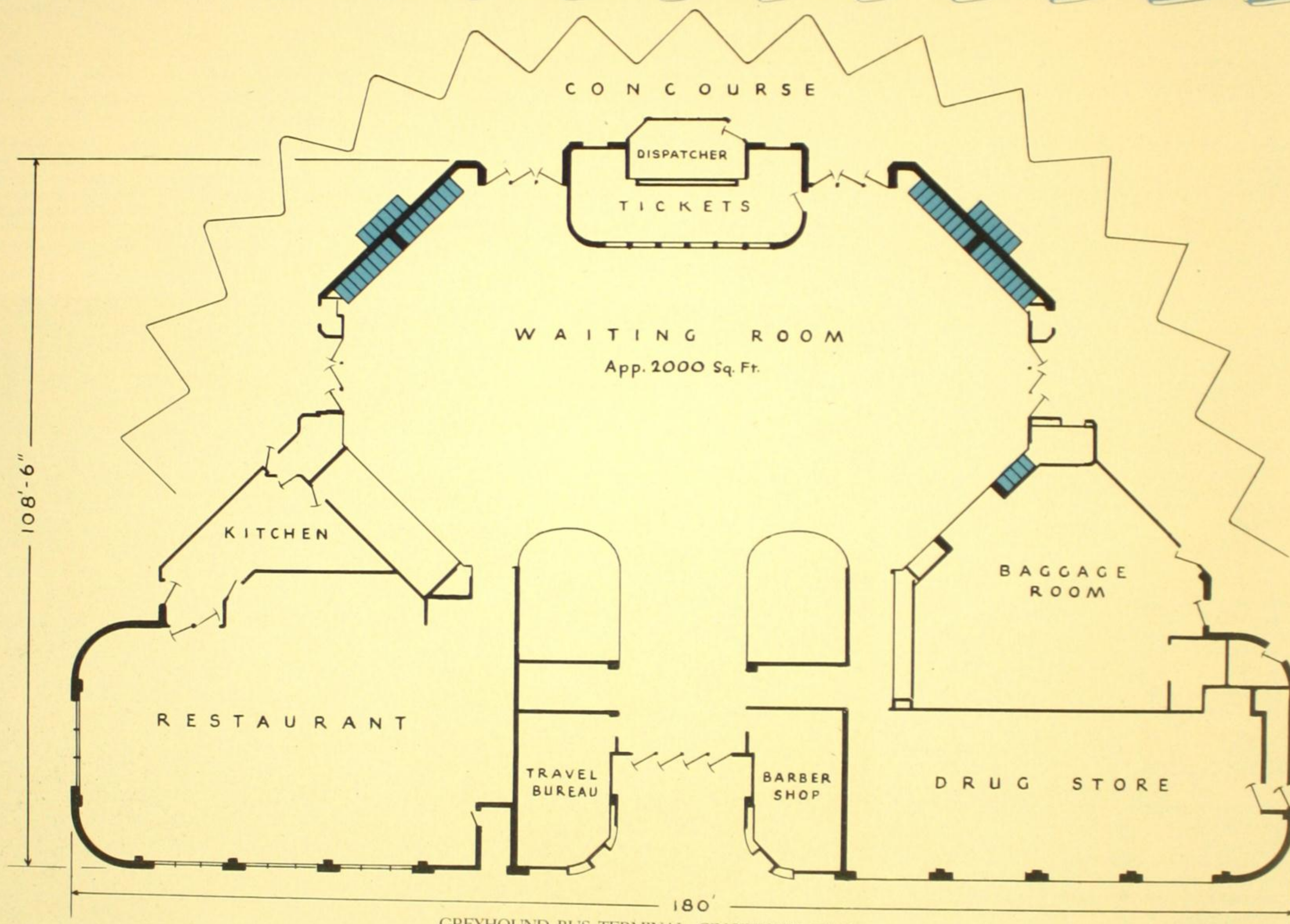
The building's heating system, located in the basement, is forced air and steam with all radiators recessed.

This modern building is in line with the recent trend in the United States toward the modernization of transportation facilities. It presents an appearance as pleasing as that of the streamlined buses for whose passengers it provides accommodations. It offers a psychologically favorable approach to bus travel with its modern comforts and safety, and thus proves an entirely satisfying experience to the passenger.



PHOTO BY W. T. MYERS & CO., CINCINNATI

Section of Waiting Room



GREYHOUND BUS TERMINAL, CINCINNATI, OHIO
 A simplified floor plan from blueprints furnished by Wischmeyer, Arrasmith & Elswick, Louisville, Ky.

• American Parcel Checking Lockers are shown in blue.

NEW BUS DEPOT—CENTRAL GREYHOUND LINES

Syracuse, New York

THE discovery of salt and the development of the Erie Canal brought about the rapid growth of the city of Syracuse, New York. Named after the Greek Syracuse in Sicily, the American Syracuse of today is an important commercial and manufacturing city located at the approximate geographical center of New York State. On the shores of Onondaga Lake, the city spreads out over six beautiful hills, and is commonly known as the "Hub of the Empire State."

Many factors have contributed to the growth of Syracuse: a central location, the presence of good transportation facilities, a ready access to raw materials, a supply of gypsum, brine, and limestone, and a large labor supply to attract numerous industries.

While the early days of Syracuse were identified with salt, salt fields and the salt industry, most of the acres devoted to salt works eventually became factory sites. Competition from Canada and Michigan forced a salt decline and necessitated this change.

In place of the salt industry there have sprung up some 87 major industries scattered throughout the city, employing about 40,000 workers in modern factories, and producing a diversity of products annually valued at two hundred million dollars.

The presence of limestone deposits makes the soil

excellent for alfalfa, an essential for dairying, which together with the growing of cabbage and potatoes, has led to profitable farming. The Syracuse market is the loading and distributing center for other cities within trucking distance. Such an important agricultural position has made Syracuse the site of the New York State Fair.

The commercial side of the city has continued to grow with the expansion of industry. Two hundred nationally-known concerns have branch offices in Syracuse.

In the field of education the city's university is 28th in size among the 700 colleges and universities in the United States. Syracuse University has 10 colleges and 7 schools, including a graduate school, a college of law, and a college of medicine.

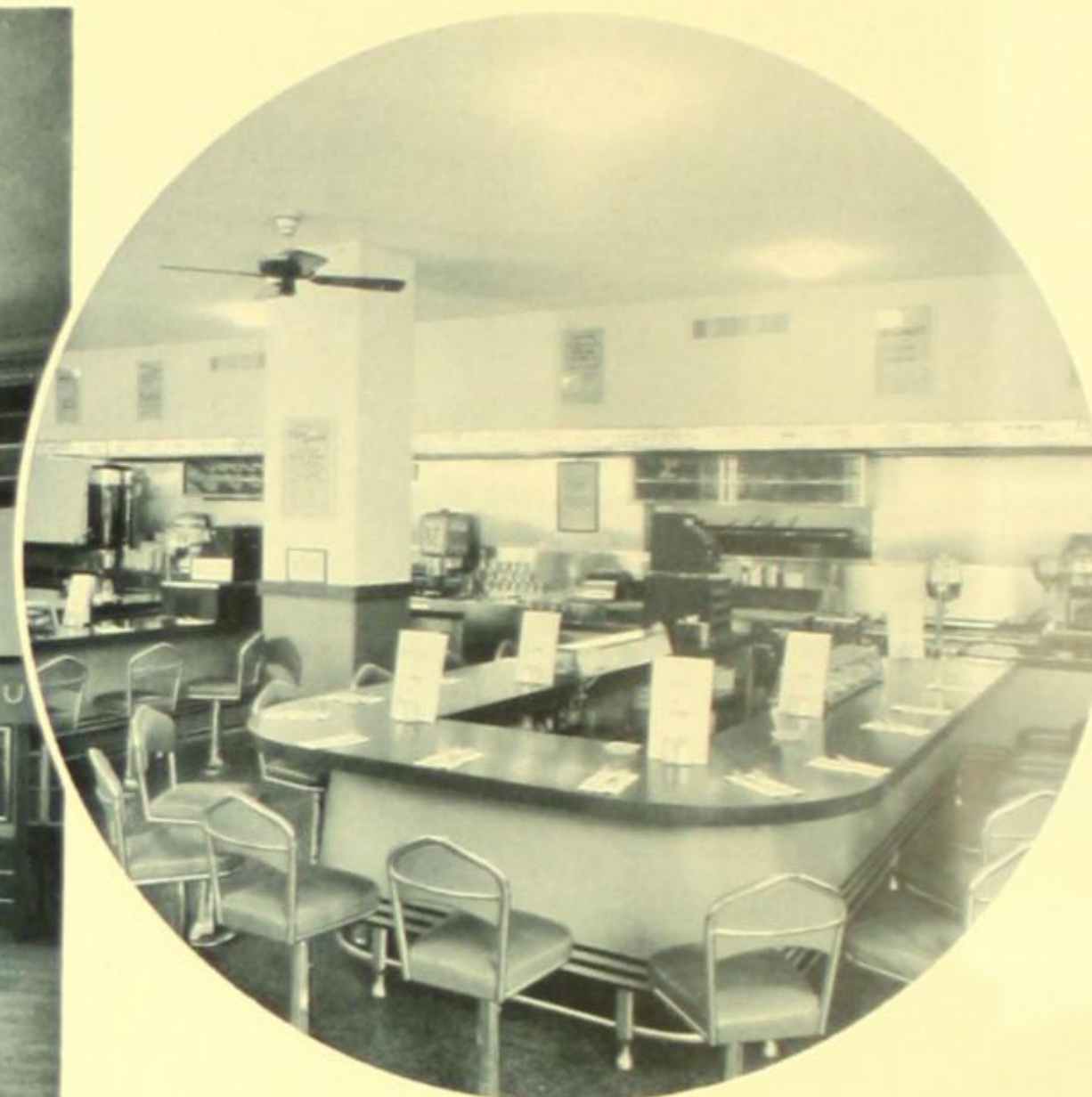
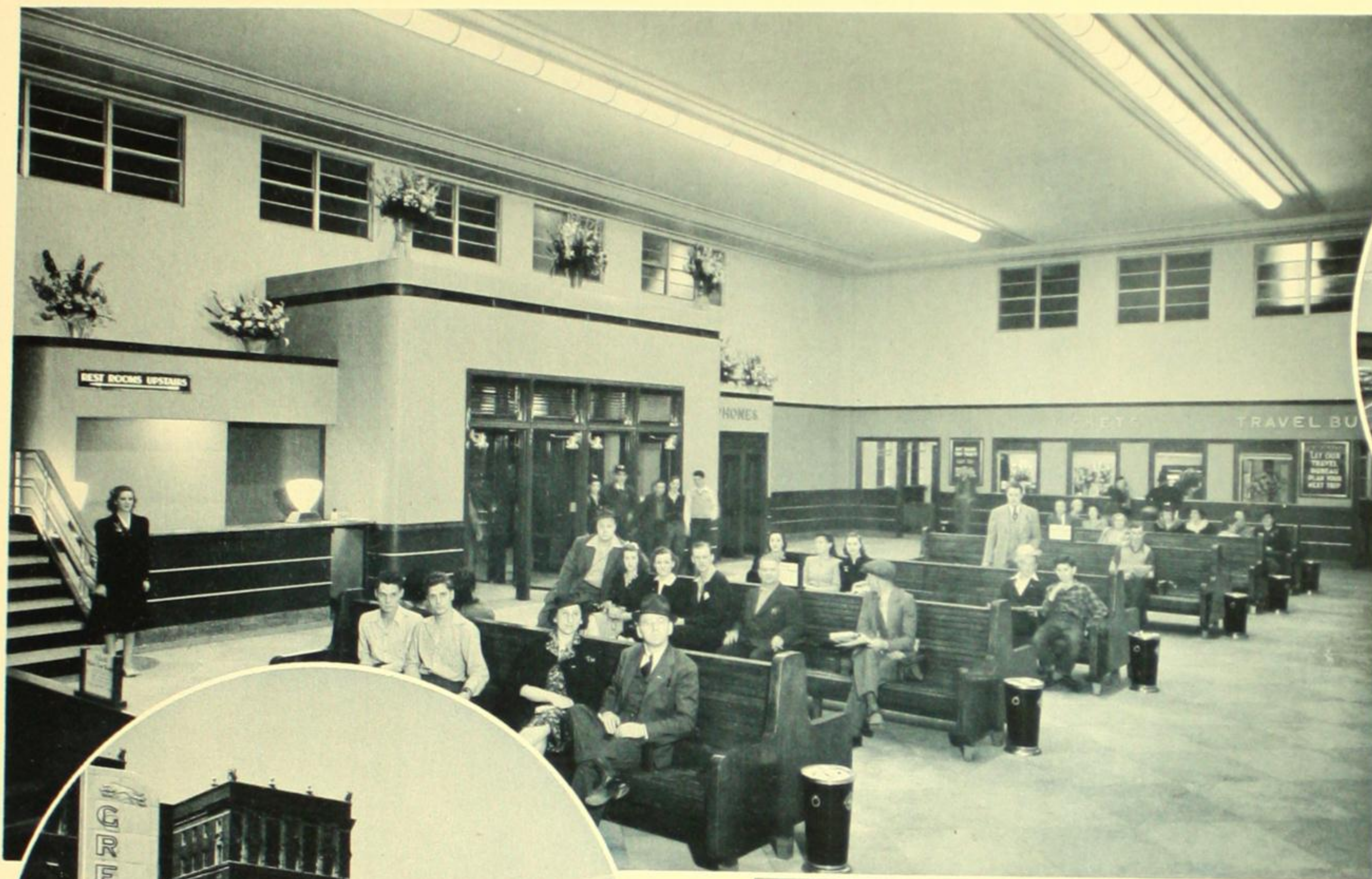
No mention of the growth of Syracuse can omit the important role transportation has played. Direct rail connections with the bituminous coal fields of Pennsylvania and West Virginia guarantee a continuous supply and low cost of fuel. Major highways, first class U. S. and State roads, carry the traveler into and through the city. Such excellent communication facilities place Syracuse but an overnight ride's distance from Chicago, Pittsburgh, Philadelphia, Washington, New York, Boston, or Montreal.

The rapid growth of travel eventually demanded the construction of a new Central Greyhound station in Syracuse. A large amount of this traffic came from the tourist trade which was using the city as a gateway to the Finger Lakes and the Thousand Islands resort areas. Wartime travel brought great amounts of military personnel to the Sampson Naval Training Center and the Army's Pine Camp as well as Navy cadets to Colgate and Cornell Universities.

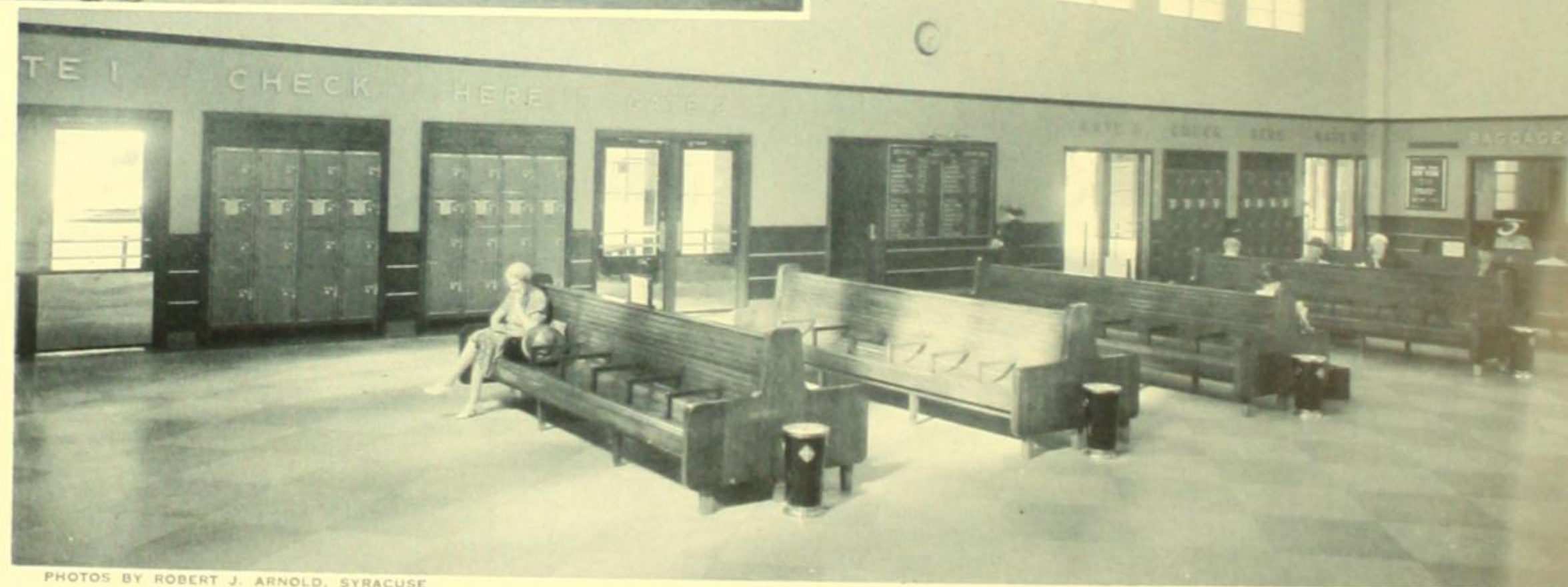
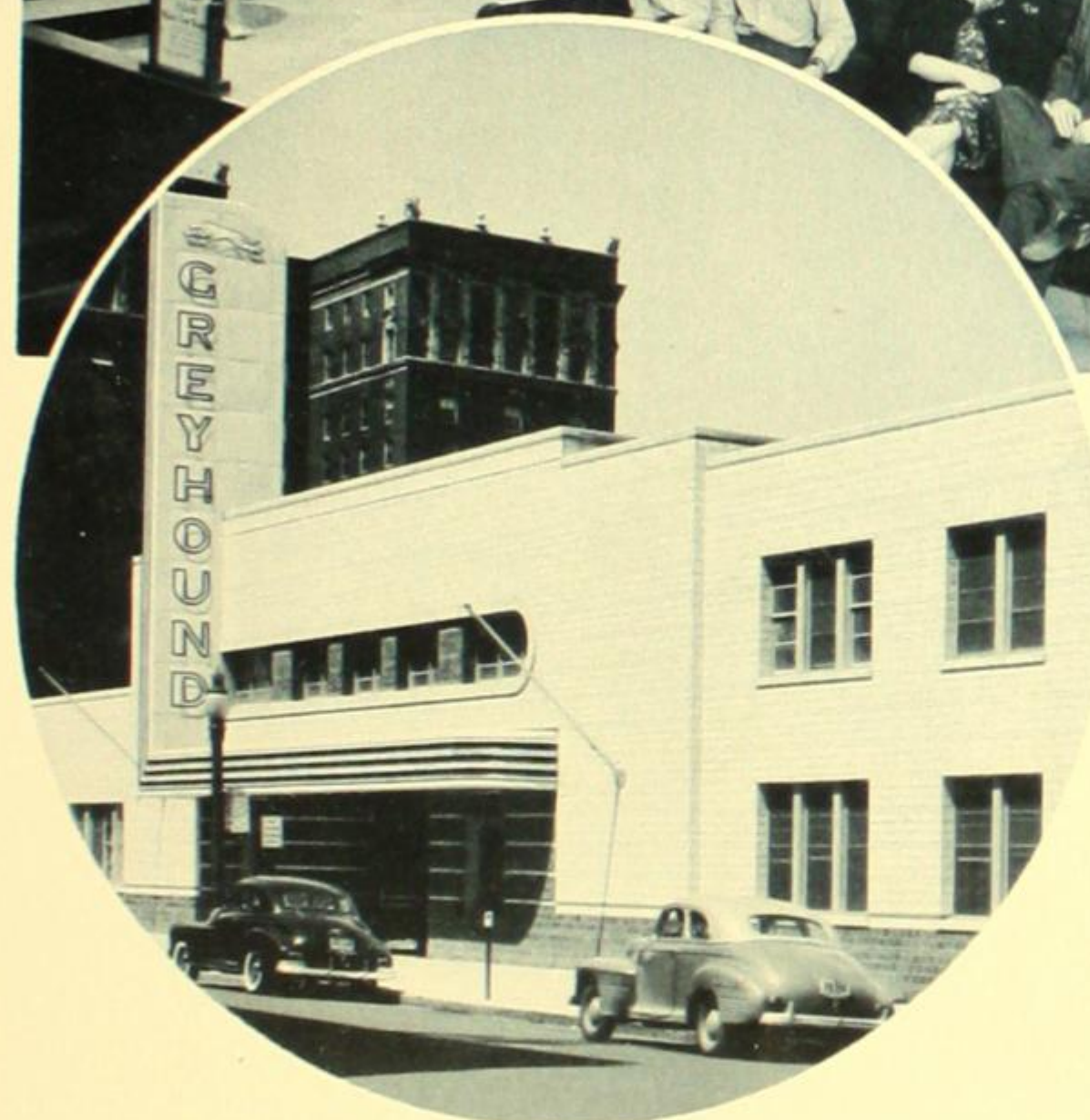
In order to cope efficiently with increasing trade the five year dream of F. P. Wadley of Central Greyhound Lines was finally brought to fulfillment in the modernized Syracuse bus terminal. This splendid new bus depot has brought acclaim to Central Greyhound and credit to the community it serves.



PHOTO BY ROBERT J. ARNOLD, SYRACUSE



Views of the Modernistic New Bus Depot in Syracuse, N. Y.



PHOTOS BY ROBERT J. ARNOLD, SYRACUSE

NEW BUS DEPOT CENTRAL GREYHOUND LINES

SYRACUSE, NEW YORK

Population 205,967

Architects: WISCHMEYER, ARRASMITH & ELSWICK, Louisville, Kentucky.

Associate Architects: KING & KING, Syracuse, New York.

Services: Central Greyhound Lines, and the Central New York Coach Lines.

This thoroughly modernistic Terminal was completed in 1941 at a cost of \$250,000. Situated a block from downtown Syracuse, it is right in the heart of the hotel section where full conveniences are at hand for the traveler.

Structural Details and Facilities

EXTERIOR. The building is entirely of concrete, cut stone and steel. It has a frontage of 179' on Harrison Street and 60' on Montgomery Street.

The exterior is faced with Binghamton ceramic glazed brick in gray. Above the main entrance there is a large marquee one end of which joins the vertical sign advertising the Depot. The sign is of white porcelain enamel and neon lighted. Two flagpoles protrude from the wall on either side of the entrance.

Arriving buses enter from Harrison Street. The loading platform is of the saw-tooth type and is under cover. Ten buses may load and unload at once, while 20 more buses can be cared for in the space back of the docks. The exit for the buses is via Montgomery Street. The old Station had accommodations for only 12 buses in its loading docks and yard and could not meet the demands of the traveling public.

The Station's garage is one of the largest and most completely equipped in the entire Greyhound system. Buses are brought to it from all parts of the state for repairs.

INTERIOR. Entering from Harrison Street, one comes directly into the Main Waiting Room. Here are to be found the open ticket agents' counters of the three-windowed Ticket Office, Travel Bureau Rooms, Telephone and Information Rooms, a large Restaurant, and offices of the Terminal manager.

The floor in the Waiting Room is terrazzo in light brown and white checkerboard pattern. This same flooring is carried throughout the principal areas.

The wall bases are a reddish brown terrazzo, while the material and finish of the walls is a two-toned brown and buff plaster.

Two long parallel rows of fluorescent lighting fixtures run the length of the Waiting Room ceiling. This ceiling is acoustic, with a cornice of an ivory color surrounding the ceiling.

The spacious Restaurant has 3 horseshoe counters that can

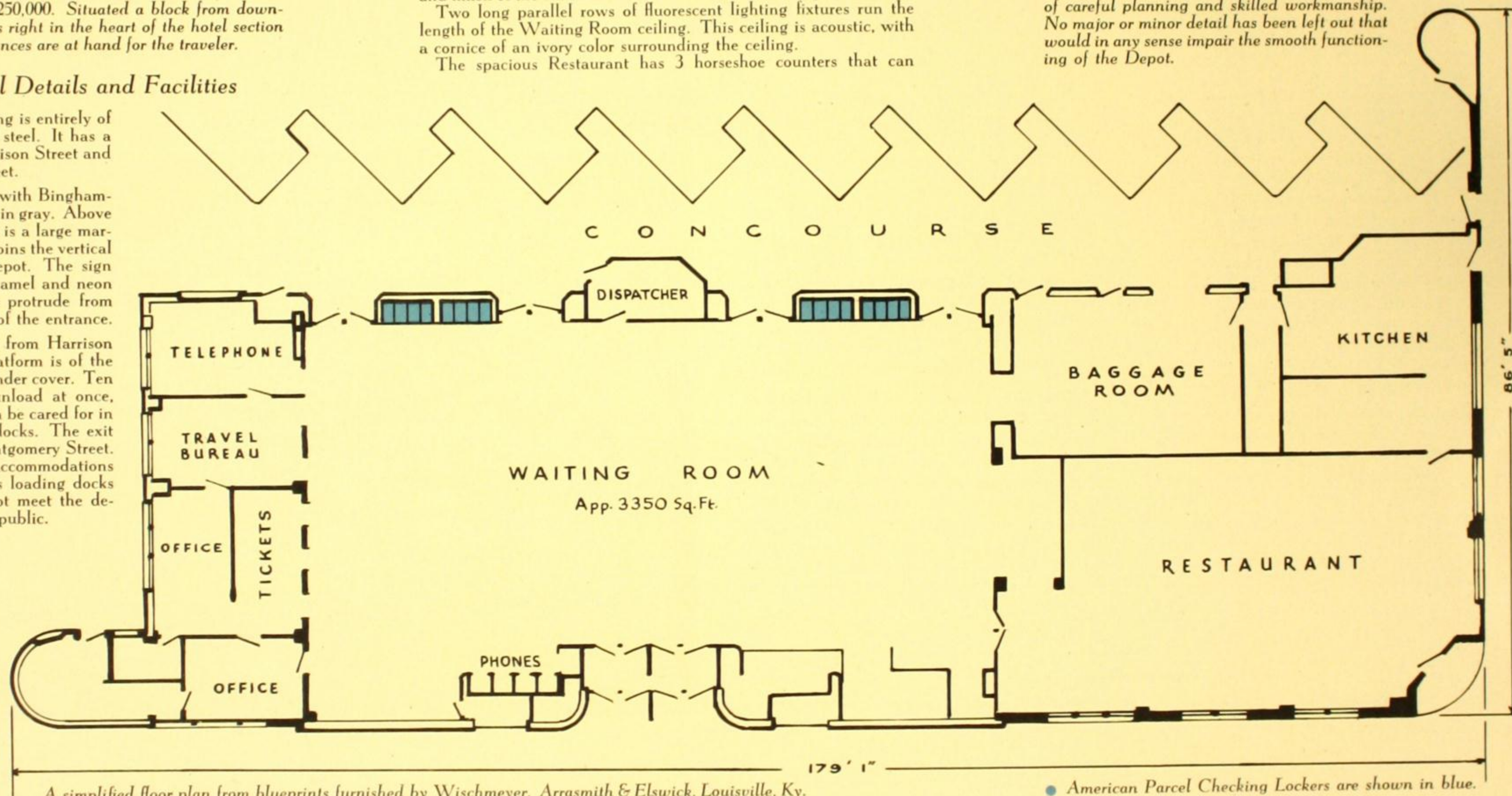
accommodate 50 persons. There are also 9 booths accommodating 36 persons.

Heating for the building is from an oil heater located in the boiler room of the basement. All radiators are recessed.

On the second floor of the Station are modernistic Rest Rooms, and the offices of the traffic department.

Thirty-two Self-service Parcel Checking Lockers are recessed in the main Waiting Room between Gates No. 1 and No. 2. Another thirty-two Parcel Checking Lockers are recessed between Gates No. 3 and No. 4.

From every standpoint of comfort, convenience, and working efficiency this Syracuse Central Greyhound Station is an outstanding example of careful planning and skilled workmanship. No major or minor detail has been left out that would in any sense impair the smooth functioning of the Depot.



A simplified floor plan from blueprints furnished by Wischmeyer, Arrasmith & Elswick, Louisville, Ky.

● American Parcel Checking Lockers are shown in blue.

NEW BUS STATION *of the* C. & L. E. TRANSPORTATION CO. Springfield, Ohio

MORE significantly than ever before, Springfield, Ohio, is the last big Ohio town through which the National Pike streaks on its way to Indianapolis and the West. It was the National Pike, now U. S. 40, that created Springfield out of a wilderness settlement, and to this day it is known as the National Pike City. Since the Pike is also Springfield's main street, transcontinental buses and automobiles follow the road through the city's crowded business section. The terminal center for passengers moving to or from the city is the Cincinnati & Lake Erie Transportation Company's newly constructed station.

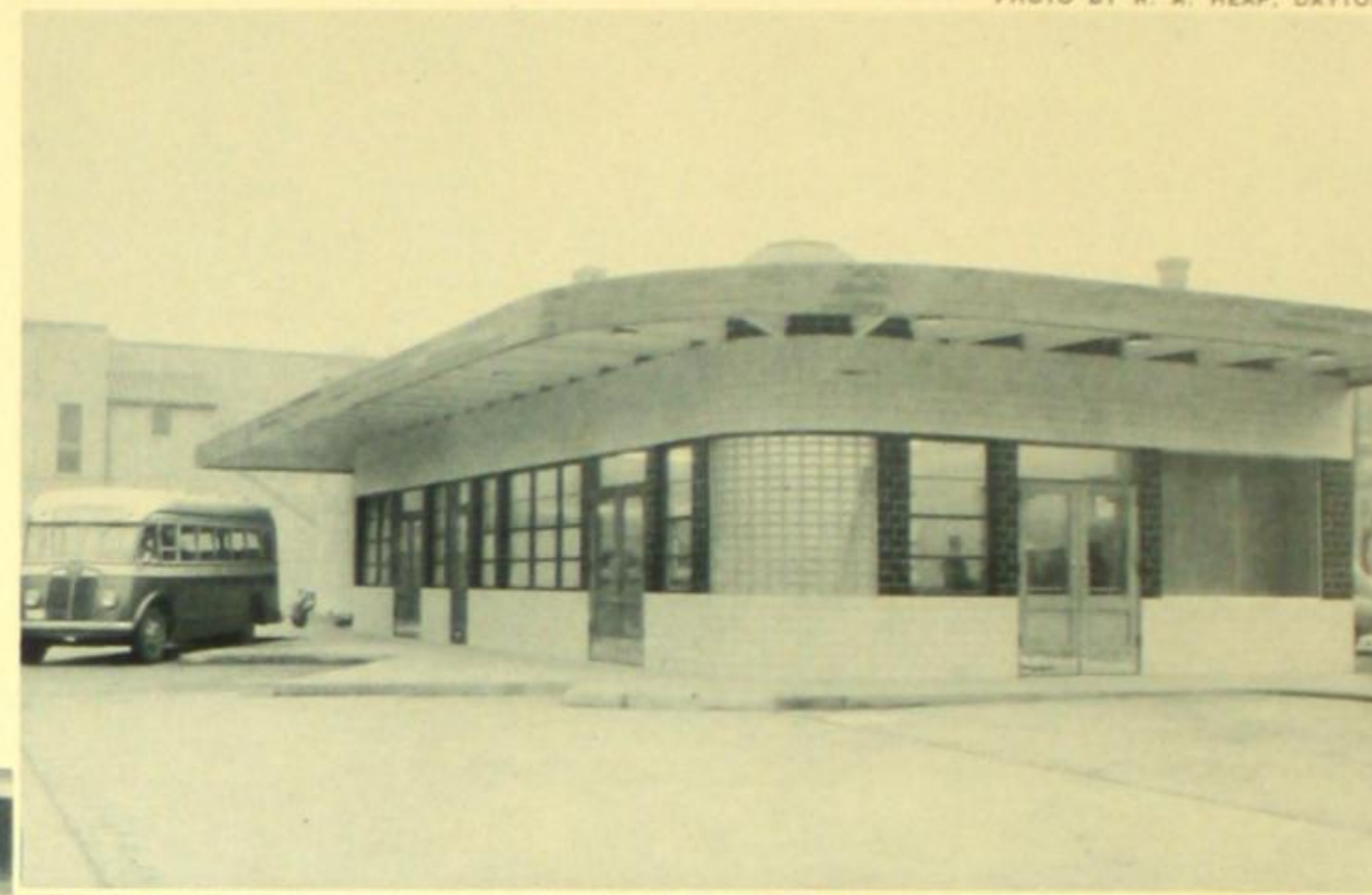
Two major sources of passenger revenue for lines operating into the city are those who come to work in industry and the farmer. William Whitely invented a practical binder in 1855, and in the following year organized a binder company that has become the largest producer of farm machinery in the world. While Whitely was working on his reaper, a little farming

house organ became a publishing company that now turns out twenty million copies a month. Another huge industry in the city is a harvester company that manufactures motor trucks.

With all its industries, Springfield still retains its rural atmosphere. Its loamy, black soil goes deep into the earth, and corn grows as long as a man's forearm, making the area one of the richest valleys in Ohio. So important is farming to the city that the price of hogs is watched as closely as the stock market page.

A third source of passenger traffic for Springfield, though not as large as the former two, is the college student pursuing his studies at small, but charming Wittenberg College. In order to satisfy this varied trade and still operate with a maximum of efficiency, the Cincinnati & Lake Erie Transportation Company built a beautiful, newly-designed terminal that has become a landmark in Springfield.

PHOTO BY R. A. HEAP, DAYTON



Corner of the Busy Waiting Room

NEW BUS STATION of the C. & L. E. TRANSPORTATION CO.

SPRINGFIELD, OHIO

Population 70,662

Architects: EASTMAN & HARMAN, Springfield, O.

Services: Cincinnati & Lake Erie Transportation Co., Dayton and Southeastern Lines, Inc., Springfield-Troy Bus Line, and the Springfield-Xenia Transportation Co.

EXTERIOR. All facilities are modern in design and use modern materials. The loading platform is of the angle or saw-tooth type.

All doors on the front north elevation employ plate glass extensively as well as kick plates at their bases.

The main facade is of light color block, dark color block on the sides of windows, a sheet metal front on the canopy, and alternating glazed brick and glazed block above the canopy. There is a glazed tile coping. A patterned brick panel is placed above the canopy on the right corner.

The rear south elevation of the terminal has an unglazed face of tiles 5" x 8".

All roofs are of the built up variety.

INTERIOR. Fluorescent lighting is used in the Waiting Room. This entire room is done in modernistic vein and beautifully furnished. Entrance is gained to the Ticket Office through a wooden door topped by wire guard doors. Counter tops at ticket windows are linoleum, and the back of the counter is plywood. The counter itself is glazed block with frosted glass above. The drawers have 3/4" hardwood sides and slides with 1/8" wood bottoms. The cupboard space has plaster backing.

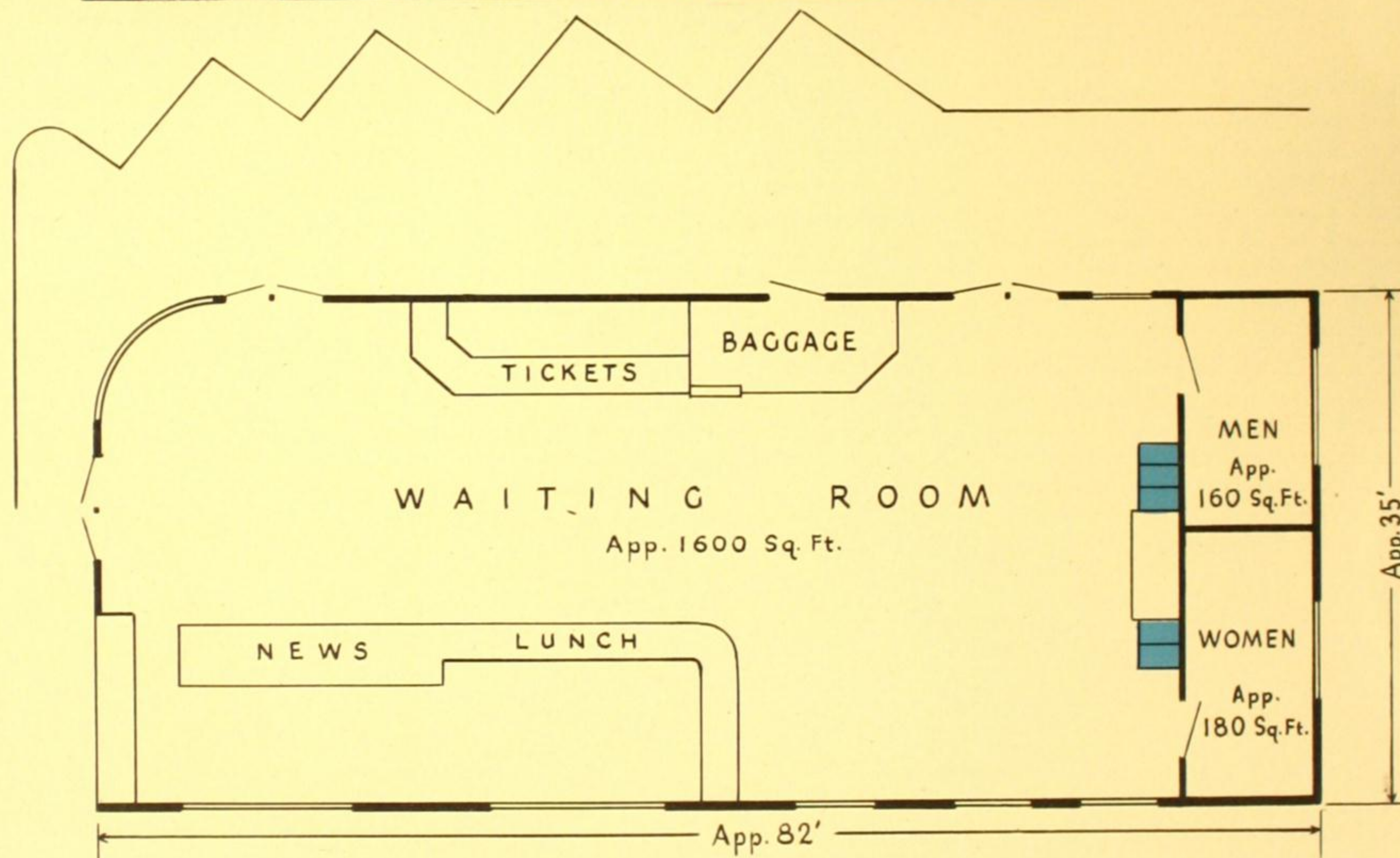
There are 5 cabinets of Parcel Checking Lockers providing 20 compartments conveniently located on both sides of the Telephone Booths and near the entrance to the Rest Rooms.

The fresh air intake is a louvre grill.

Although quite small, this new Station of the Cincinnati & Lake Erie Transportation Company, through the compact arrangement of its business operations, provides spaciousness and comfort for its passengers.



The Modern
Lunch Counter



A simplified floor plan from blueprints furnished by Eastman & Harman, Springfield, Ohio.

● American Parcel Checking Lockers are shown in blue.

GREYHOUND TERMINAL OF EVANSVILLE

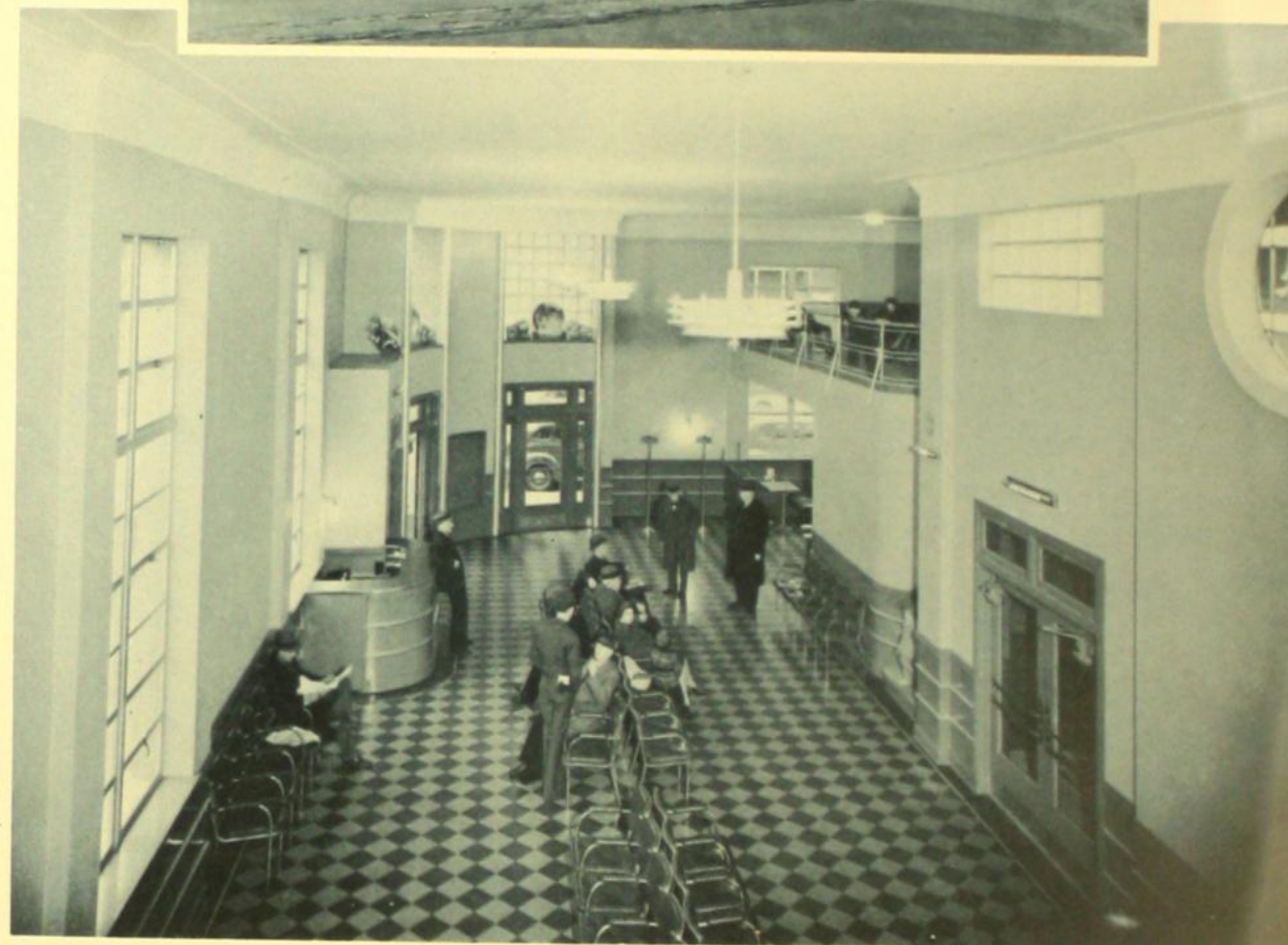
Evansville, Indiana

EVANSVILLE, Indiana, is more than the band instrument city of the world. It is, in many ways, a link between the busy, rushing North and the quiet South. Once a great port on the Ohio River, the city still continues as an important route for trade, with its harbor one of the best on inland waterways where a large volume of freight still makes an impressive figure.

Transportation made Evansville. The city's position as a transportation center brought industry to it early in its history. The resultant expansion of factories gave the city such products as auto bodies, steam and electric shovels, electric and gas refrigerators, infant foods, and grain prod-

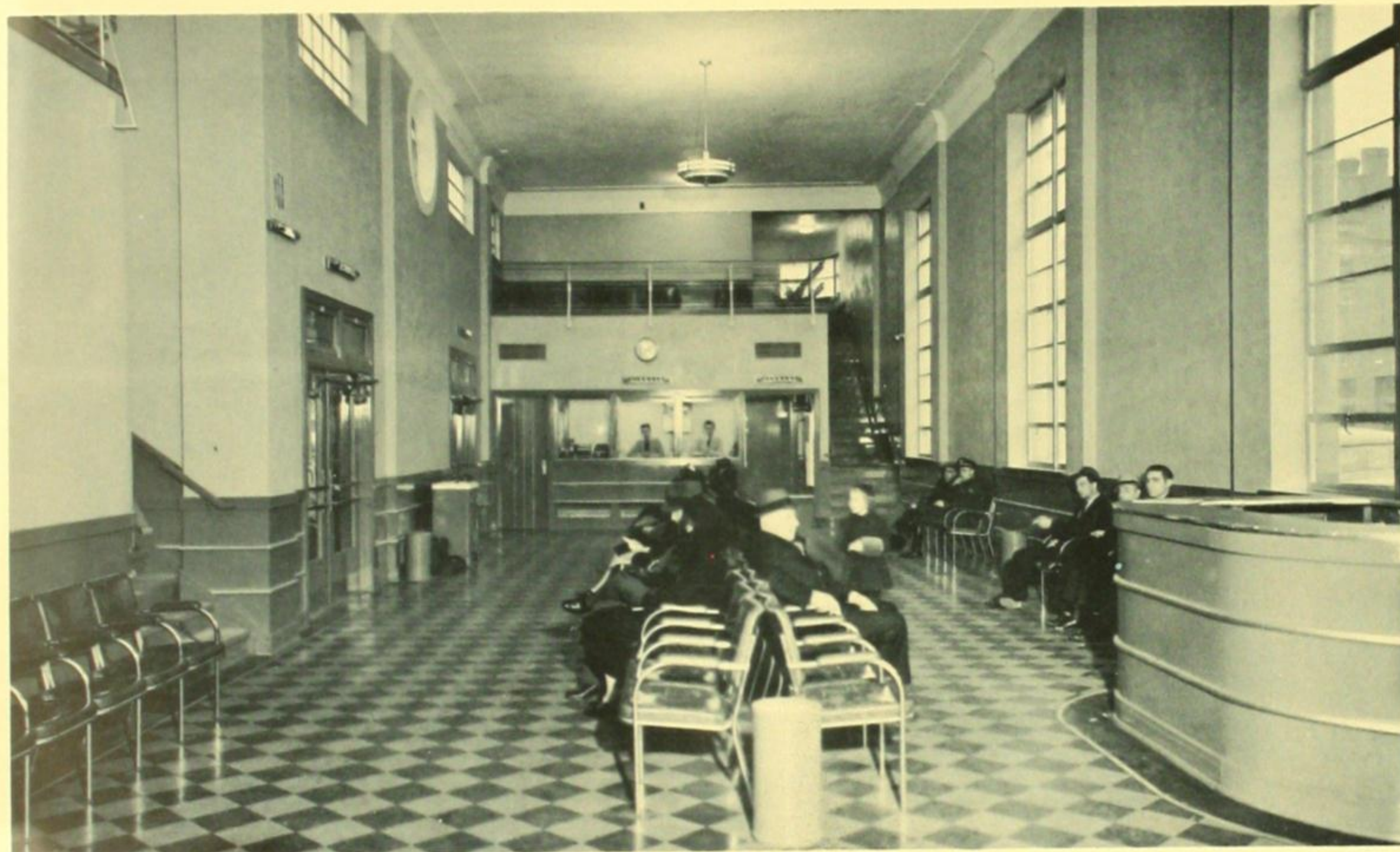
ucts for a nationwide market. Today a total of 225 factories employ about 16,700 workers in a city where the population is almost entirely native-born.

Bus transportation for the city centers about the Dixie Greyhound Lines' new Terminal. Employing the last word in functional architecture, this smartly designed station creates an atmosphere of modern comfort and convenience that is a tribute both to the architects and to the Greyhound Lines. Consideration for the likes and dislikes of passengers, coupled with a need for greater efficiency in expediting terminal management, led to the construction of this fine Evansville Terminal.



The Modern Waiting Room

PHOTOS BY MASON STUDIO, EVANSVILLE



Another View of Waiting Room



PHOTOS BY MASON STUDIO, EVANSVILLE

The Modern Restaurant

GREYHOUND TERMINAL OF EVANSVILLE

EVANSVILLE, INDIANA

Population 97,062

Architects: WISCHMEYER, ARRASMITH & ELSWICK, Louisville, Ky.

Associate Architect: EDWIN C. BERENDES, Evansville, Ind.

Services: Dixie Greyhound Lines, Great Lakes Greyhound Lines of Indiana, Southeastern Greyhound Lines, Carbondale-Harrisburg Coach Line, Evansville & Southern Indiana Coach Line, Southern Limited, and the Wabash Valley Coach Company.

Structural Details and Facilities

This Terminal is an island type unit with a structural system entirely of reinforced concrete design and saw-tooth type loading platform.

EXTERIOR. The facade of the building is faced with buff Indiana limestone, trimmed in black terra cotta and parallel bands of white porcelain enamel.

A display window stands between the 2 front entrance doors. Over the entrance is a large GREYHOUND sign of white porcelain enamel, running horizontally. Above this sign is another, jutting vertically and neon-lighted. Glass blocks flank the lower portion of this sign. Two racing Greyhounds on each side of the building are of white porcelain enamel.

A composition roofing is used with a cut stone coping.

INTERIOR. The floors of the building are of asphalt and tile, with tile used in the toilets.

The material for the walls is plaster and burlap, with plaster for the upper walls. The wainscot material is burlap, painted buff and pink.

Fluorescent lights reflect against a cream-color plaster ceiling.

Natural walnut benches are located in the Waiting Room, while dark blue leather upholstery is used in the Restaurant and Lounge.

The Ticket Office features built-in ticket cabinets with linoleum counter finish.

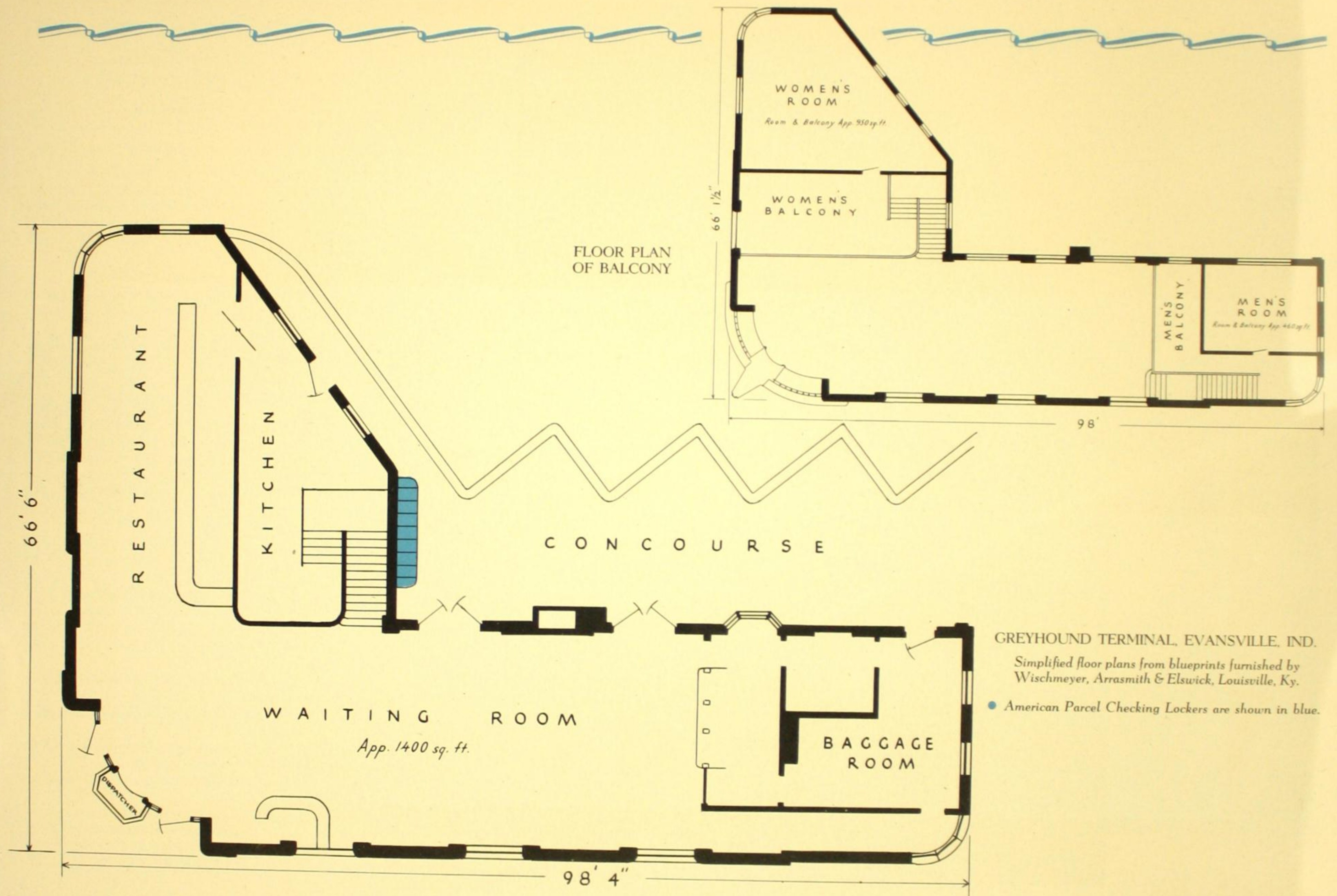
Twenty-eight Parcel Checking Lockers are situated on the loading platform close to the Waiting Room entrance.

The heating unit for the building is located in the basement. It is of the forced air type.

The stairway between the lower and upper parts of the Waiting Room has a wood handrail on metal brackets.

Plaster on metal lath and channel partitions are used in the Men's and Women's Rooms.

This fine Evansville bus station is representative of the latest strides made by bus transportation companies through the use of modern materials and design for the betterment of passenger comfort and maintenance efficiency.



GREYHOUND TERMINAL, EVANSVILLE, IND.

Simplified floor plans from blueprints furnished by
Wischmeyer, Arrasmith & Elswick, Louisville, Ky.

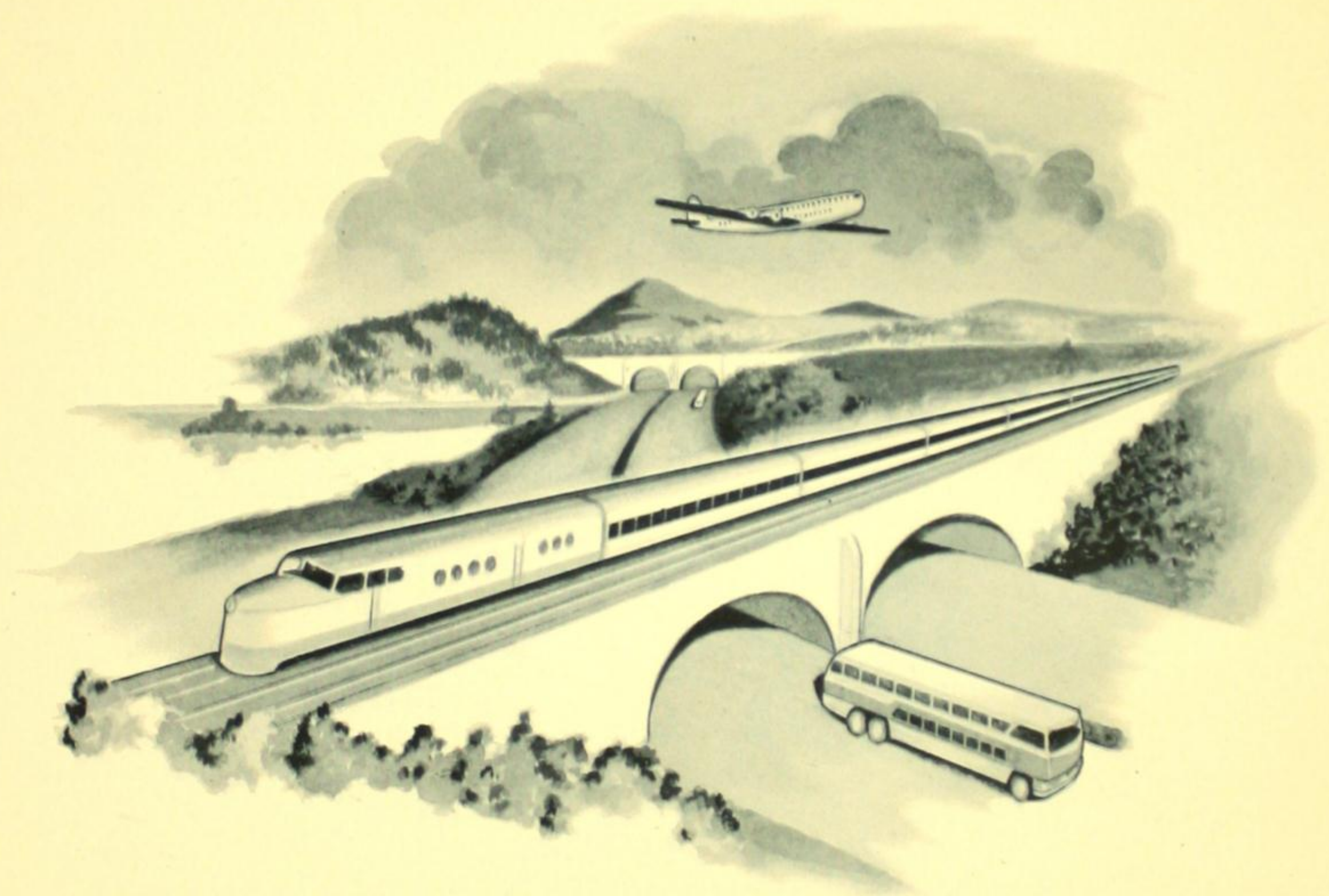
● American Parcel Checking Lockers are shown in blue.

INDEX — PART II

BUS TERMINALS, STATIONS, DEPOTS

City	Page	City	Page	City	Page
Ann Arbor, Mich.	92	Duluth, Minn.	146	Providence, R. I.	100
(Great Lakes Greyhound Depot)		(Greyhound Depot)		(N. E. Transportation Co. Terminal)	
Atlanta, Ga.	128	Evansville, Ind.	166	Saginaw, Mich.	156
(Greyhound Terminal)		(Greyhound Terminal of Evansville)		(Great Lakes Greyhound Station)	
Baltimore, Md.	113	Fargo, N. D.	106	St. Joseph, Mo.	94
(Greyhound Terminal)		(Greyhound Depot)		(Union Bus Terminal)	
Benton Harbor, Mich.	142	Jackson, Mich.	102	San Francisco, Calif.	137
(Greyhound Union Depot)		(Greyhound Station)		(Santa Fe Passenger Terminal)	
Buffalo, N. Y.	150	Kalamazoo, Mich.	144	Springfield, Mass.	126
(Greyhound Depot)		(Great Lakes Greyhound Depot)		(Greyhound Terminal)	
Cheyenne, Wyo.	124	Kansas City, Kans.	108	Springfield, Ohio	164
(Overland Greyhound Depot)		(Union Bus Depot)		(C. & L. E. Station)	
Cincinnati, Ohio	158	Las Vegas, Nev.	148	Syracuse, N. Y.	161
(Greyhound Terminal)		(Overland Greyhound Depot)		(Central Greyhound Depot)	
Columbus, Ohio	134	Los Angeles, Calif.	97	Toledo, Ohio	153
(Greyhound Terminal of Columbus)		(Pacific Greyhound Terminal)		(Greyhound Terminal of Toledo)	
Dayton, Ohio	117	Louisville, Ky.	131	Washington, D. C.	89
(Greyhound Station)		(Southeastern Greyhound Terminal)		(Greyhound Terminal of Washington)	
(C. & L. E. Station)		Minneapolis, Minn.	121	Worcester, Mass.	140
Denver, Colo.	109	(Northland Greyhound Terminal)		(B & W Terminal)	
(Union Terminal, Greyhound Lines)				Ypsilanti, Mich.	96
(Union Depot, Burlington Trailways)				(Great Lakes Greyhound Depot)	
Detroit, Mich.	103				
(Greyhound Terminal)					

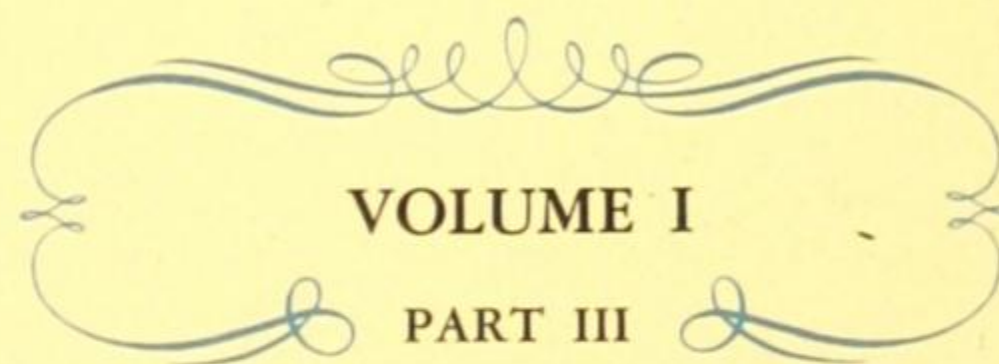
"The Key is Your Check"



RAILROAD and BUS

TERMINAL and STATION LAYOUT

American Locker Service is Nationwide. The following chapters contain essential information on the functions and operations of this modern service to the transportation industries and to the traveling public.



AMERICAN LOCKER SERVICE

LOCKER DESIGN • LOCATION • INSTALLATION • LOCKS • KEYS • POLICY



SALT LAKE CITY



CHICAGO



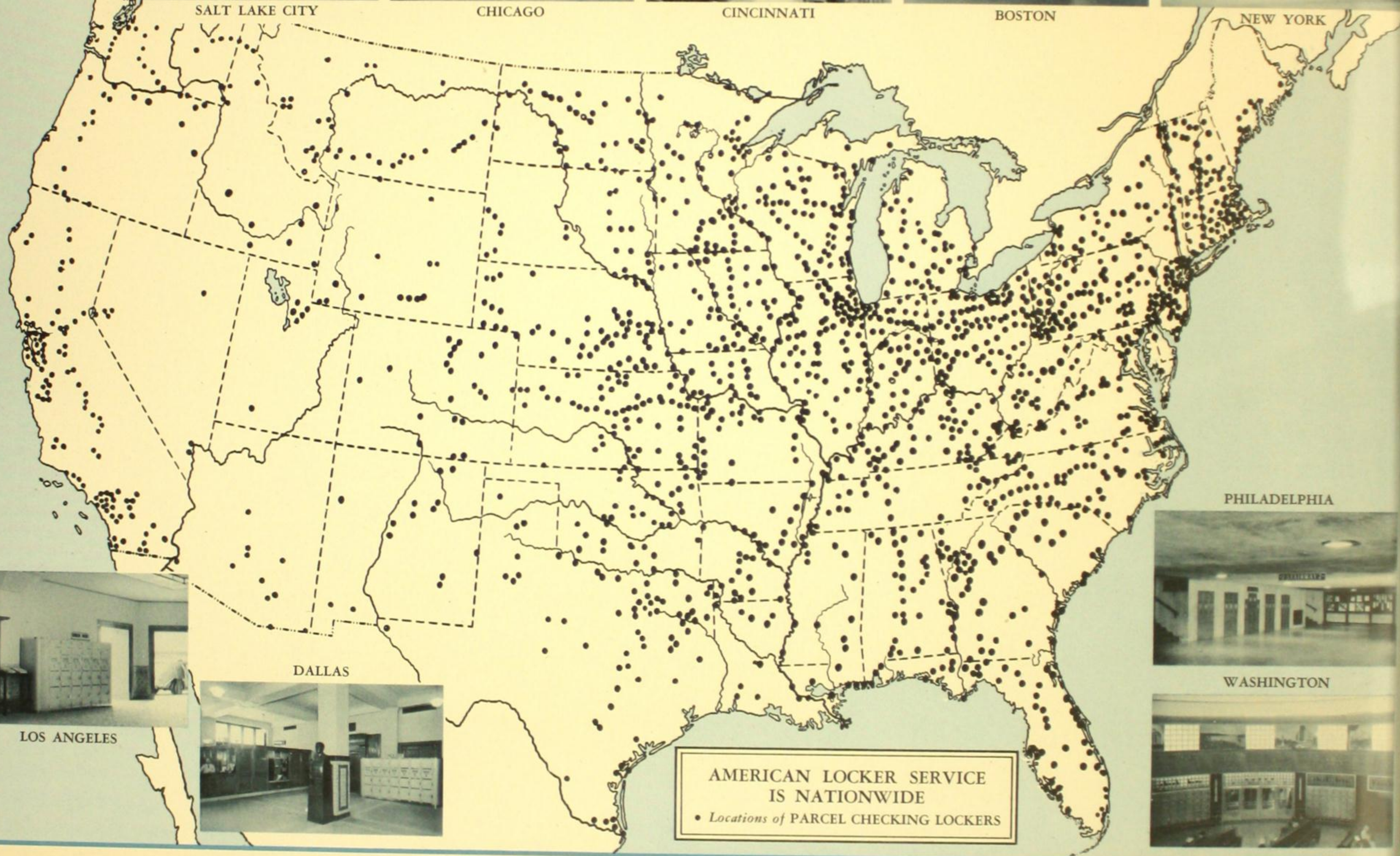
CINCINNATI



BOSTON



NEW YORK



LOS ANGELES



DALLAS



PHILADELPHIA



WASHINGTON

AMERICAN LOCKER SERVICE
IS NATIONWIDE
• Locations of PARCEL CHECKING LOCKERS

THE DEVELOPMENT OF AMERICAN LOCKER SERVICE

THE temporary care of traveler's luggage or parcel checking first came into being when a parcel room was installed in the old Boston-Fitchburg Terminal in Boston, Mass., in 1863. The more modern method of parcel checking through self-service parcel lockers was inaugurated in California in 1909. The new method has grown rapidly especially during the past ten years and has had a decided effect on changing the checking habits of the American traveler.

The original patents for parcel checking lockers and locks were taken out in California and the inventors planned to do their own manufacturing. Through the original company there developed, by the leasing of states rights, seventeen companies. In 1919 the American Locker Company was formed, acquired the parent company, and by 1927 had acquired all these states rights companies. However, locker checking in those early days was not thriving and the progress was slow.

In 1931 Mr. Hamilton W. Baker as a technical and financial advisor examined the American Locker Company and studied the potential possibilities of locker checking. His analysis showed that although manual checking was declining faster than passenger traffic the reverse was true in stations then equipped with American Locker Service. This fact indicated that locker checking was more popular and that under proper management the American Locker Company could have a successful development.

Mr. Baker formed a new company and acquired the

former American Locker Company. He set up a five-year development program and in this period of time the locker checking business was placed on a sound merchandising basis. The utmost in convenience and service to the traveling public was provided and this in turn resulted in ever-increasing returns to those transportation companies that installed the service. The new company has continued to extend its program of research and efficiency through the years.

Today American parcel lockers are installed on all of the principal railroads, bus lines and subways throughout the United States. Nearly 1800 terminals and stations supply this modern service for the traveling public. During the war years patronage has increased fourfold and the advance has been even greater than the extensive rise in passenger traffic during this period.

The personnel of the company has kept pace with the expansion of the business, with its executive offices in Boston, Massachusetts, and its nation-wide business serviced through nine district offices, strategically located throughout the United States.

American Locker Service is now an integral part of the transportation industry. The continuation of engineering, research and merchandising principles plus scientific principles of design, manufacture, locker location and service has resulted in an ever-increasing acceptance by the public. These effective improvements have brought American lockers and American Locker Service into even line with the remarkable progress in the same directions made by the transportation

companies themselves. Modernized stations and terminals, streamlined buses, trains and locomotives are examples of the growing awareness of transportation executives of the need to supply exactly what the public wants. American Locker Company officials have also recognized these public demands and acted accordingly.

Considerable prestige and the education of the public to the convenience of self-service locker checking came through the large scale installations of parcel checking lockers themselves. For example, over three million people from all sections of the United States became acquainted with locker checking in the New York World's Fair, where the entire parcel checking needs were handled by American Locker Service.

During the war years the American Locker Company was handicapped by restrictions in the use of steel and other metals for their lockers and locks. However, the service being flexible, by the reallocation of lockers from less used locations to those of greater need, such as larger rail and bus terminals, the company was able to provide greater checking facilities for a larger number of travelers with a relatively small increase in equipment.

Plans for the future indicate further developments and expansion in American Locker Service. New fields will open up for locker checking. The fundamental principle of supplying the public what it wants, when it wants it, and where it wants it will continue to be the motivating policy of the American Locker Company.

LOCKER LOCATION

THE basic principle underlying American Locker Service is to bring parcel checking to the public.

This is accomplished by placing the lockers at a number of convenient points adjacent to traffic lanes. Thus the traveler is able to see the lockers and does not have to hunt for them. However, in older stations and terminals where no provision was made for locker checking, the physical conditions of the buildings occasionally prevent the placing of lockers in the best locations from a public service standpoint.

In the first two sections of this volume, for example, a study of the floor plans of the various railroad and bus stations illustrated will show that in some instances the lockers could be more conveniently located. Through the cooperation of transportation executives, engineers and architects, these difficulties are gradually being overcome. Careful analysis is made of the actual use of the various banks of lockers in these stations and thus the public indicates through their patronage their preference as to location. In so far as this is phy-

sically possible Railway and Bus officials familiar with parcel checking problems accept this as a mandate.

By way of illustrating locker location, a floor plan of an actual large terminal is shown on Page 175 and the locker installations and traffic lanes are indicated. The division of traffic in this station is such that Exit No. 1

is used by 20% of the inbound traffic — mostly long distance travelers. The 48 lockers — all the space will permit at location "A" — are not sufficient to accommodate peak demands at this point. Consequently, the island location indicated by "I" on the plan takes care of the overflow from location "A" as well as the regular traffic in that vicinity.

Locations "B", "C" and "D" are for passengers who enter the waiting room and then desire to check their luggage. Location "E" is convenient for passengers using Exit No. 3 and location "F" serves those going out by Exit No. 4. In each case the number of lockers installed was based on the volume of traffic and the space available.

A study of this station plan shows that theoretically there should be a bank of lockers in Exit No. 2 comparable to those in Exit No. 3. But one side of Exit No. 2 is composed of glass windows in the store and the other side has extensive illuminated show cases that have been there for years, so neither side at present is available for locker locations. Should this station be remodeled in the future, it would be suggested to the terminal authorities that provisions be



An illustration of "Bringing Parcel Checking to the Passenger". These lockers, in the concourse of a large railroad terminal, are close to the train gates and in multiple locations adjacent to traffic lanes. The signs "Check Here" attract the passenger, and the convenient numerous locations, the ease and speed of locker checking — all help to create maximum checking business.

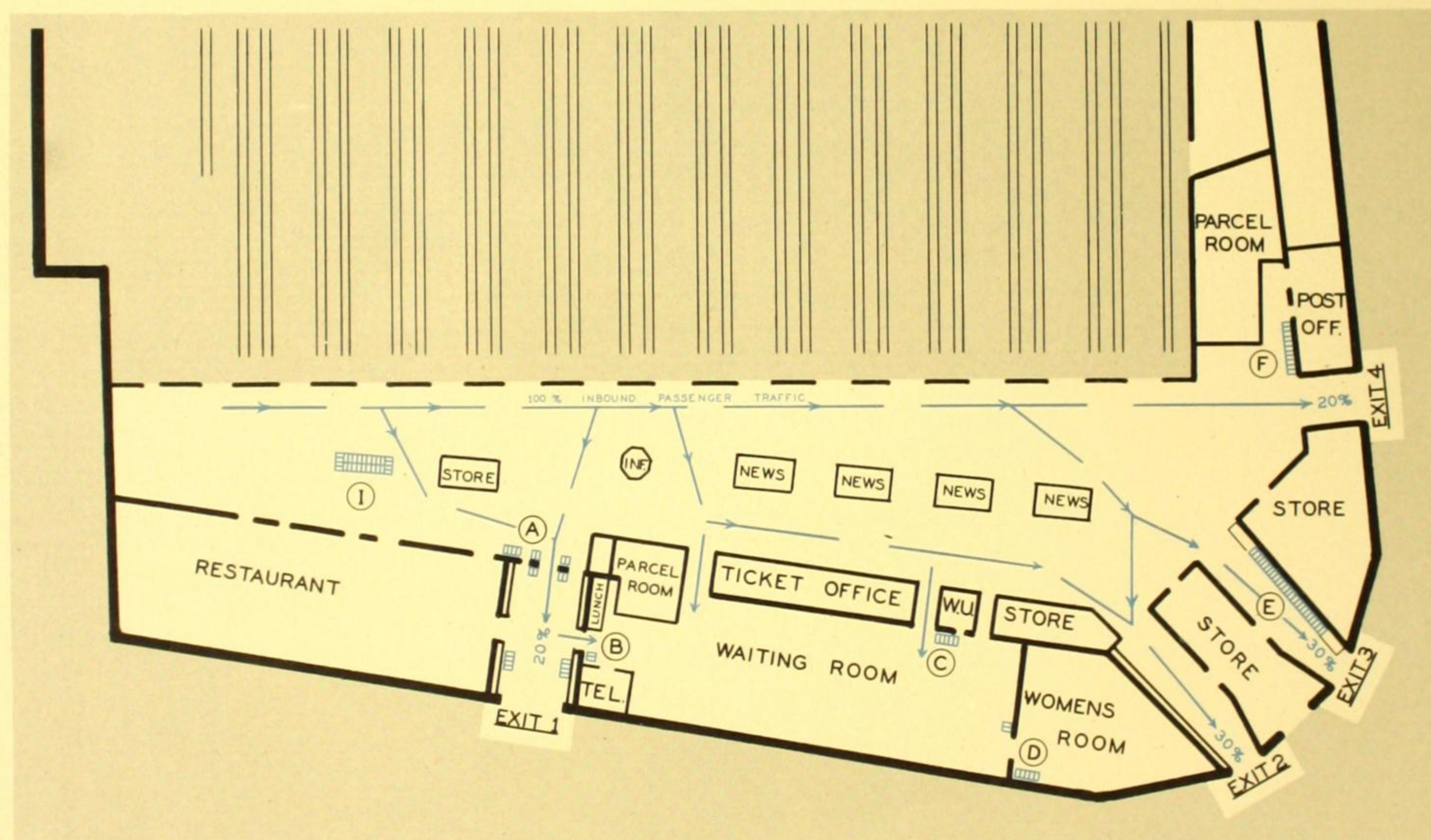
made to install American Locker Service in Exit No. 2 and thereby give better checking service to the public.

The better and more logical the location, the more people see and use parcel checking lockers. The actual presence of these lockers and their signs "Check Here" stimulate parcel checking and create considerable new business which otherwise would be lost. The result is a continuous upward spiral of patronage and the self-education of the public. Thus, since it is the traveling

public that the transportation companies as well as the American Locker Company are endeavoring to serve in every possible way, the net result is mutually beneficial to all three.

Correct locker location is the basic and all-important factor in rendering as nearly as possible 100% service to the public. From actual experience and constant study, the American Locker Company has learned that the signpost and guide to such scientific placement of

parcel checking is the public itself. Through its system of constant analysis of thousands of individual locker reports, and through continuous research, American Locker Service increasingly refines its interpretation of the demands of the traveling public. By adhering to such a program and through cooperation with railroad, bus and airline executives, locker checking will keep pace with alert modern transportation in providing an efficient popular service.



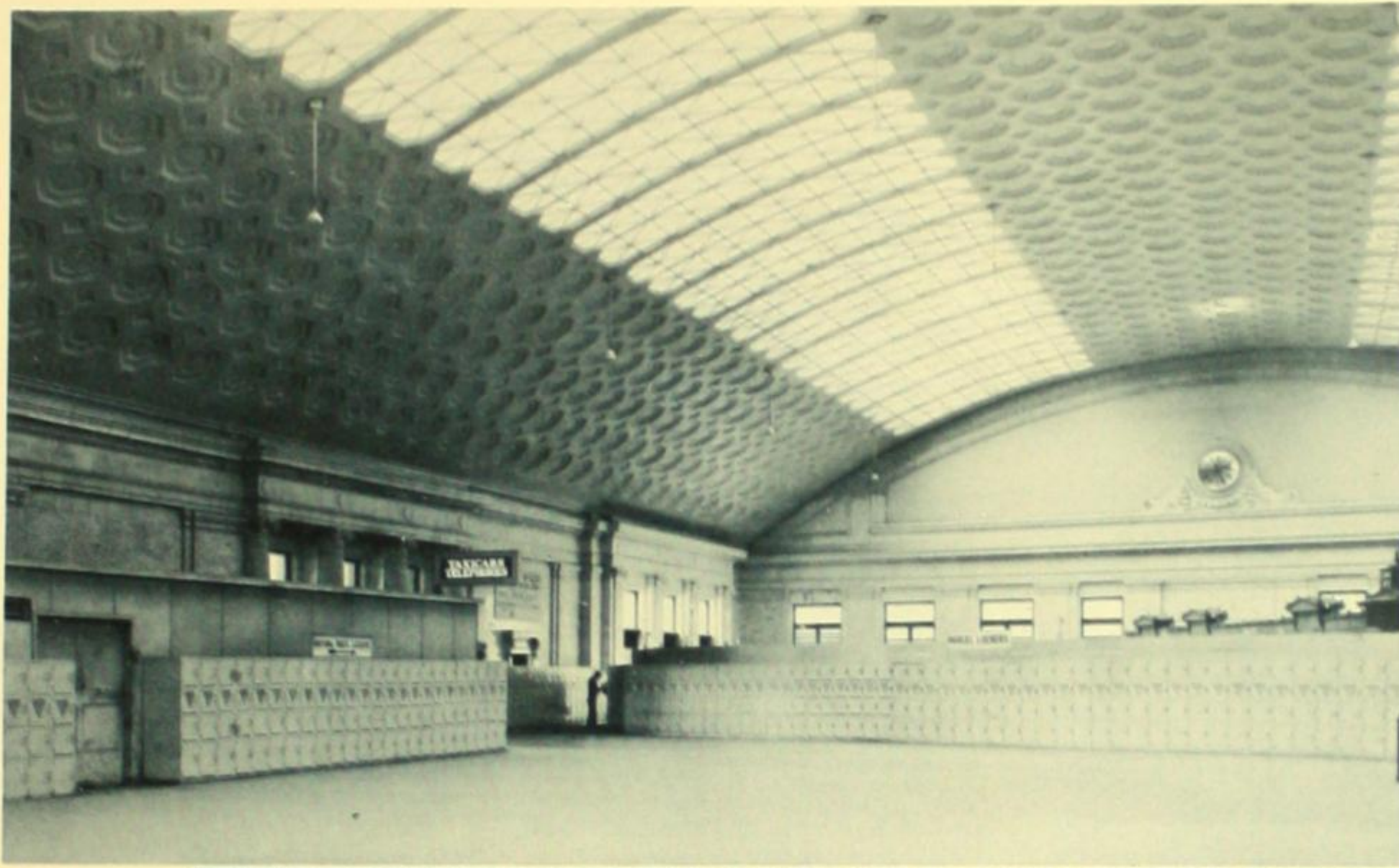


PHOTO BY BUCKINGHAM STUDIO, INC., WASHINGTON

LOCKER CHECKING IS FLEXIBLE

The flexibility of locker checking enables locker equipment to be placed where it will provide the greatest service to the traveling public and in quantities depending on the demand for checking at each location.

To determine the most efficient location for the installation of lockers, special emphasis is given to placing the equipment adjacent to traffic lanes. A series of locker locations in a station will segregate checking business and thereby relieve passenger congestion that frequently occurs where there is only one parcel checking facility — thus eliminating congestion areas — permitting free movement of traffic in, through and out of the station. Planners of today's terminals — either new or revamped — are alert to the need of elimination of congestion areas to permit this free movement. Placement of lockers at conveniently "scattered" locations means distributing of the parcel checking to several points in the terminal, preventing the ganging-up or congestion at any one point.

The quantity of equipment to install and any additions or removals after the lockers are in place can be determined and adjusted to meet the changing demands at each location. "Break Down Records" are maintained for each major location. If the average use per locker is 30 times a month or once a day, there is sufficient equipment in that location. If the use is greater than 30 times a month, the public may find all lockers occupied from time to time, and additional lockers should be installed.

Whenever a new station is built or an old station remodeled or changed, the flexibility of American Locker Service is such that the installations of locker equipment can be changed to fit satisfactorily the needs of that particular station and the traffic flow in and through it.

Two views of the same station concourse. Due to structural changes in the terminal it became necessary to relocate the long bank of lockers in the upper picture. This was done as shown in the lower picture with no decrease in locker equipment and without inconvenience to passengers or expense to the railroad company.

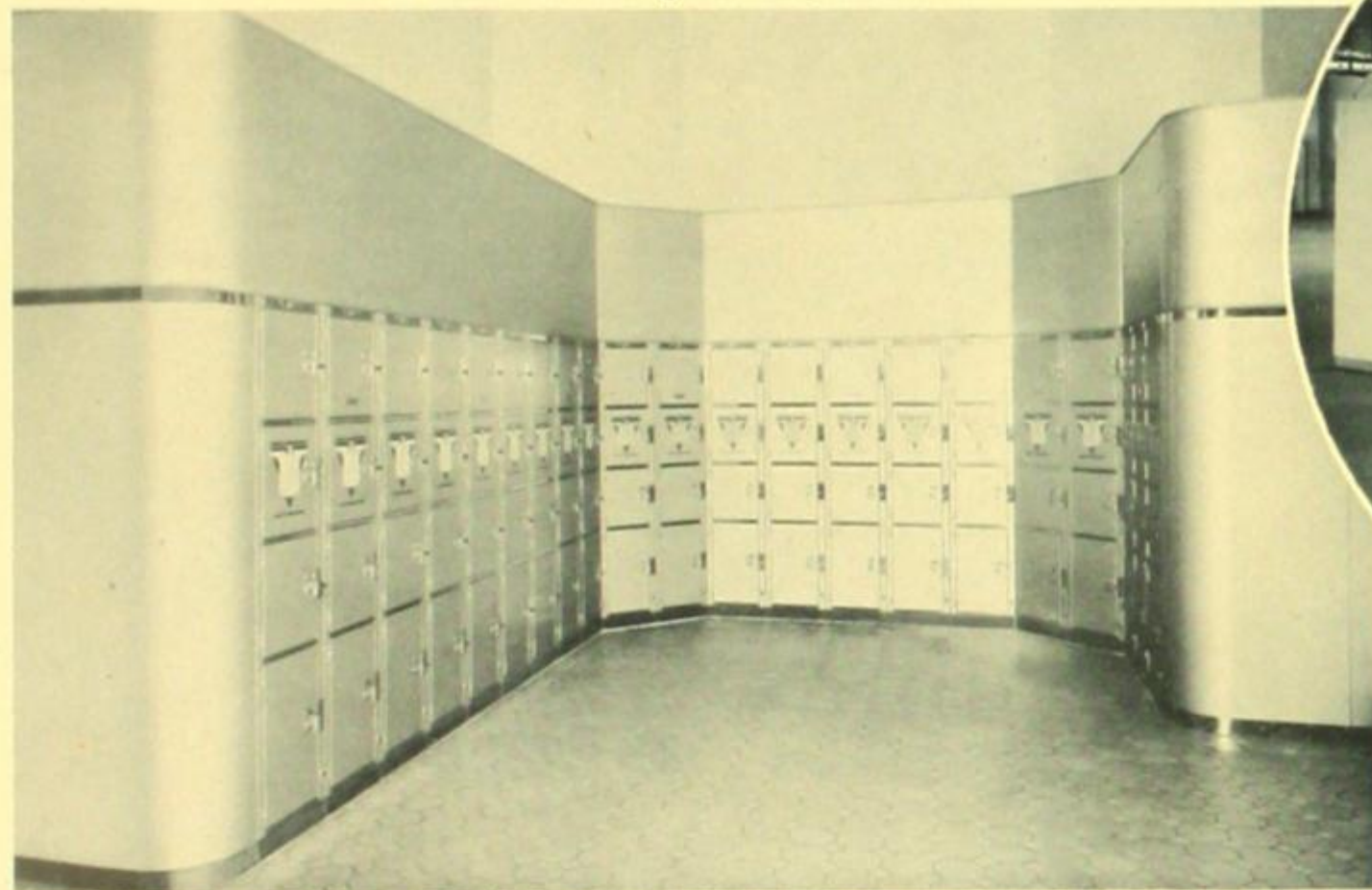
LOCKER EQUIPMENT IS ADAPTABLE

American Locker Service is adaptable to all types of terminal and station construction.

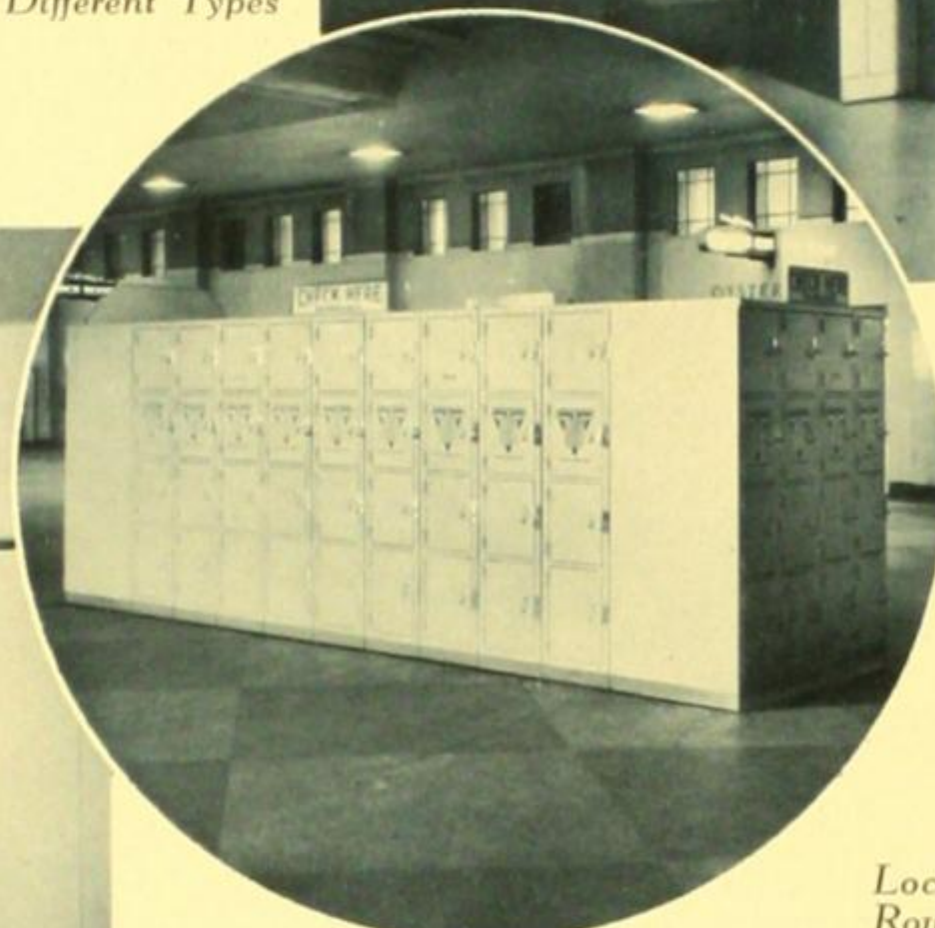
In the majority of stations suitable wall locations are generally available. If a wall space is insufficient, there is usually ample floor space nearby for an island of lockers. A locker island consists of three or four cabinets at each end, and two rows of lockers placed back to back on the long sides. This arrangement enables patrons to use four sides of the island.

In new or remodeled stations, parcel checking lockers may be recessed in the walls. This method saves floor space and gives a very attractive appearance. In other cases a superstructure may be built so that the entire installation and construction harmonizes with the station's architecture.

Alcove Arrangement of Lockers



*Wall Location
with Lockers of
Different Types*



Island Location

*Lockers with
Rounded Ends*

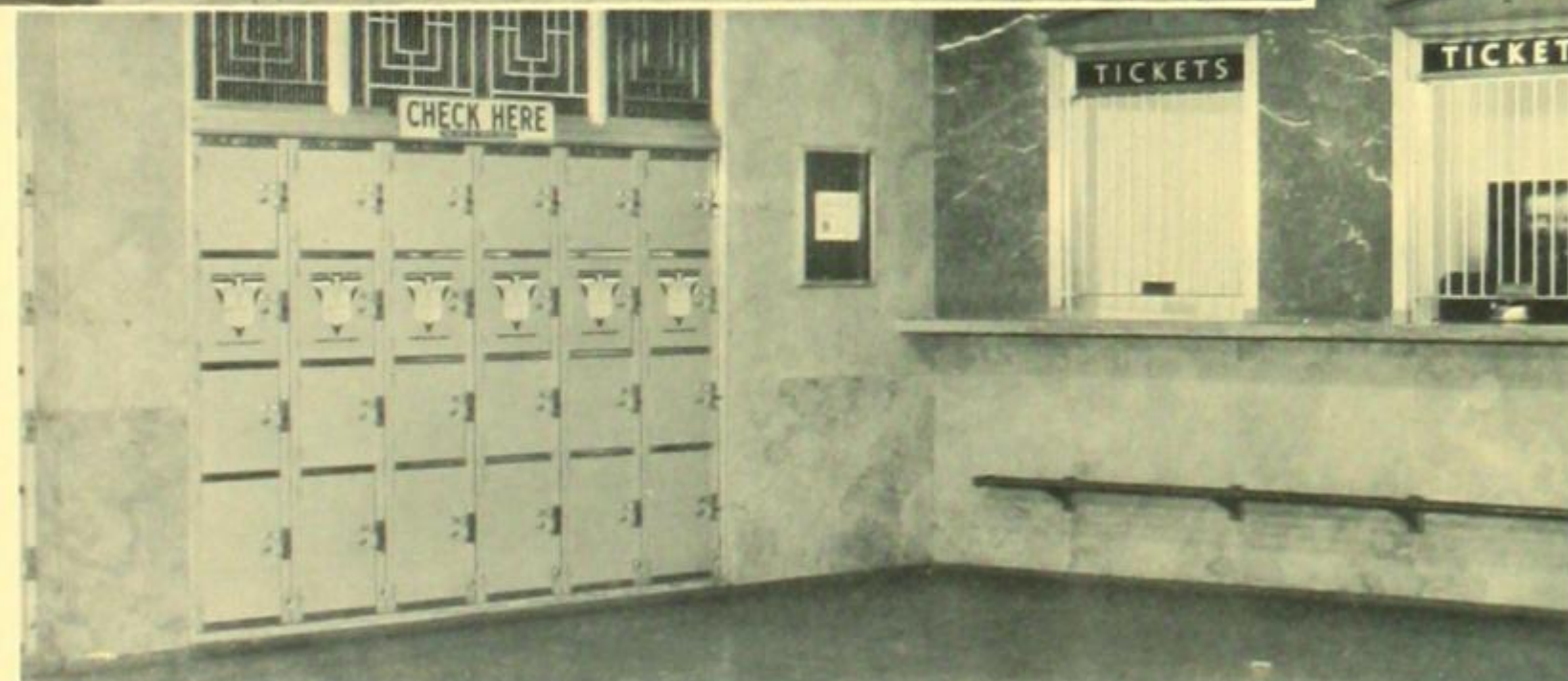
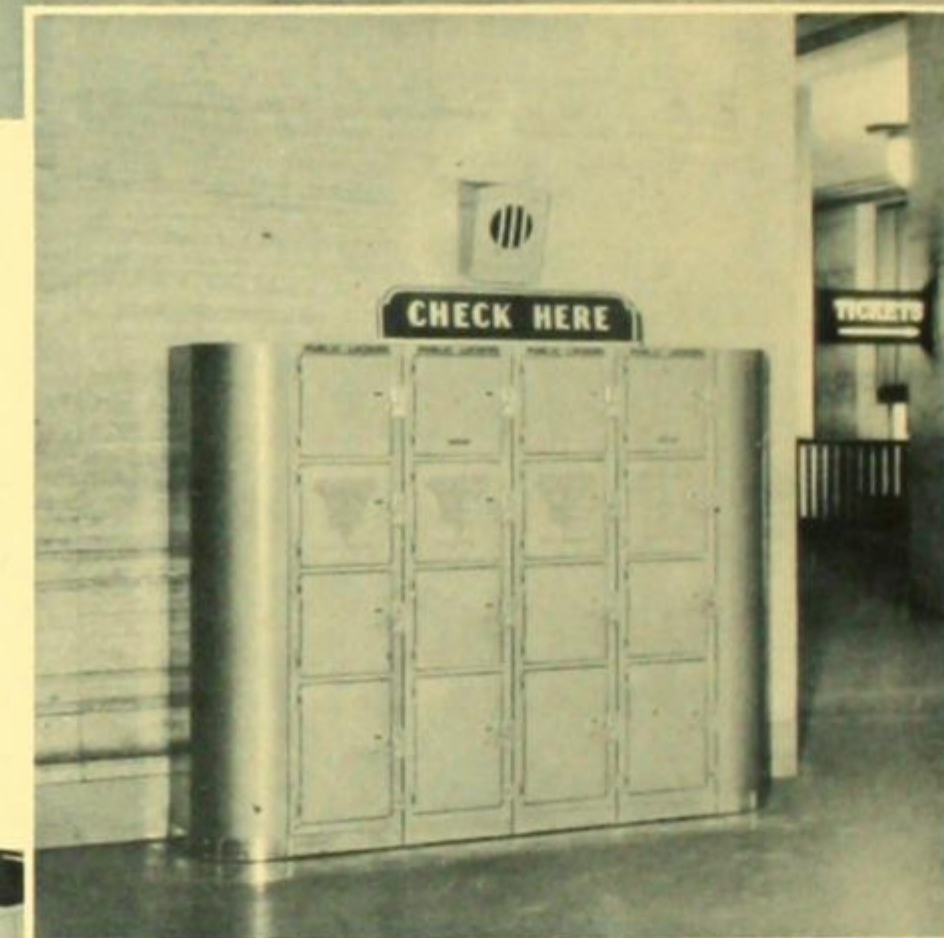


PHOTO BY COMMERCIAL PHOTOGRAPHIC CORP., NEWARK

Lockers Recessed in Wall



Installation Showing Special Superstructure

BEFORE LOCKERS ARE INSTALLED

It is a fundamental principle of the American Locker Company to install lockers only after careful study of the checking problems presented. A formula has been evolved for the placement of lockers whereby the number of lockers to be installed is dependent on the checking load to be handled under peak and normal conditions. This assures efficient service and maximum earning power for each locker unit.

When a new installation of American Locker Service is contemplated in a railroad or bus station or an airport, the American Locker Company makes a complete survey of the station. This survey is based on a study of the volume of passenger traffic, passenger traffic lanes, station floor plans and parcel checking records in that particular terminal or station. It contains recommendations for the location, quantity of parcel lockers and type of equipment to meet the full requirements of a station or terminal. A report based on the survey is presented to the officials of the transportation company for their approval.

When the transportation company and the American Locker Company reach a mutual agreement as to the locations, and the type and quantity of equipment to be installed, a contract is presented.

Following the mutual understanding of the recommendations for the installation of American Locker Service, and upon the acceptance of the contract, the



PHOTO BY KAUFMANN & FABRY CO., CHICAGO

lockers are shipped to the station from the American Locker finishing plant. Locks and keys are forwarded from the Lock Department. The installation crew of the American Locker Company arrives at the station at approximately the same time as these shipments and installs the equipment according to the previous agreements. At that time complete information and demonstrations of how the lockers operate are given station employees who will supervise this service locally.

The placing of a new installation is only the first step in the service the American Locker Company provides. A constant study of locker earnings is maintained and from time to time additional reports may be presented by the Locker Company recommending more, or less, equipment or the shifting of locations in order to provide better service for the public. These changes may be made by mutual agreement between the transportation company and the American Locker Company under the original contract.

The installation of American Locker Service is a continuous and active participation between the public, transportation executives and officials of the Locker Company.

DESIGN, CONSTRUCTION and FINISH

THE American Locker Company carries on continuous research to improve its equipment and its service to the public and the transportation industry.

When the modern airplane baggage became popular, parcel checking lockers were completely redesigned to provide a lower compartment of sufficient height to accommodate the airplane suitcase. Experiments proved that cabinets must not exceed a certain total height or the patron cannot reach the upper compartments. To extend the life of the lockers and to improve appearance, the cross frame members on each locker and bases of the cabinets were made of stainless steel.

A great deal of study has been given to the problem of design, construction and finish by the engineering

staff of the American Locker Company in developing a post-war cabinet. For example, an improvement has been made in the present locker whereby the dime (or quarter, for oversize lockers) must be inserted in the lock while the locker door is open. This will prevent possible loss and at the same time reduce the risk of checking articles in one locker and locking up an adjoining compartment. To make it easier for a patron to locate an empty locker there will be a colored semaphore in each locker door and the key will have a yellow plastic cap on the handle which can be plainly seen from a distance.

Recently an extensive survey of luggage dimensions was conducted along two lines — one covering bags checked, and the other a study of bags currently being manufactured. Thousands of all types of articles checked in lockers and parcel rooms were measured.

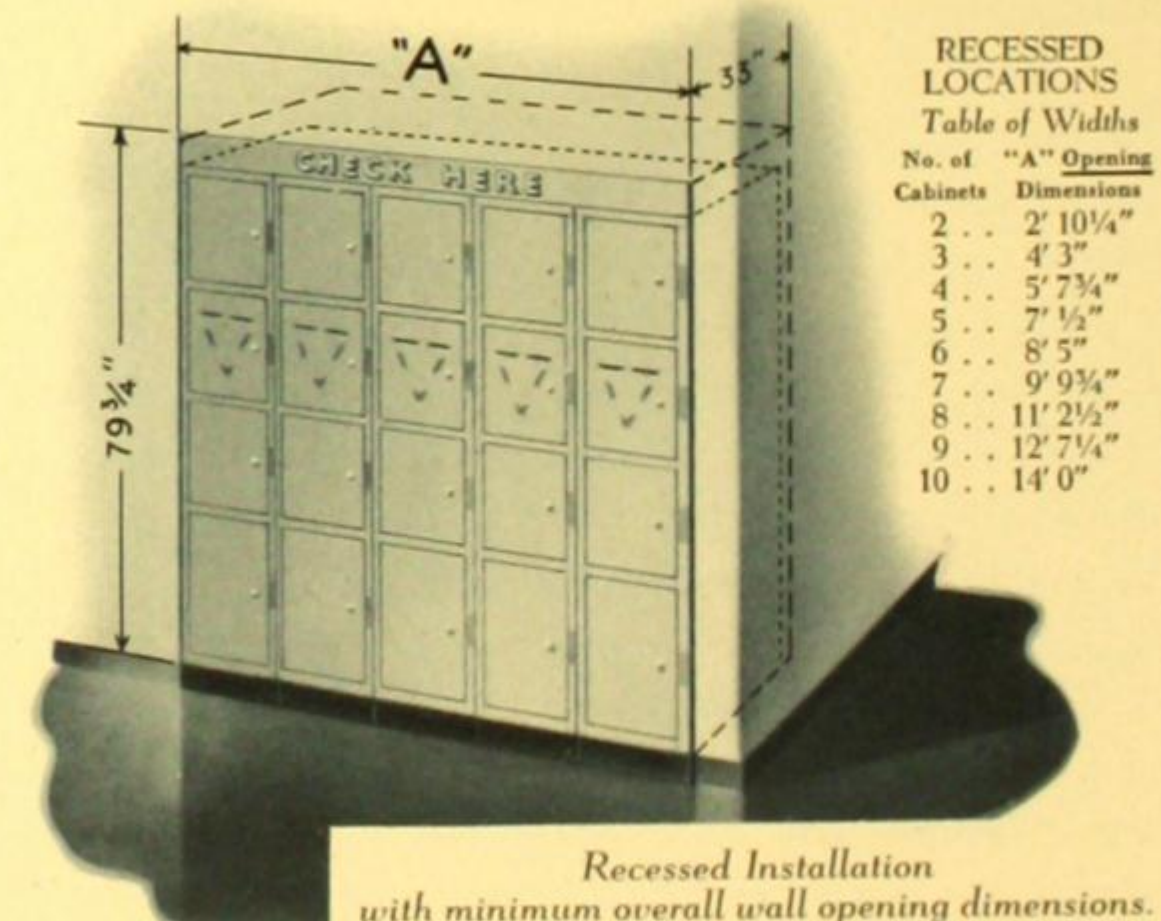
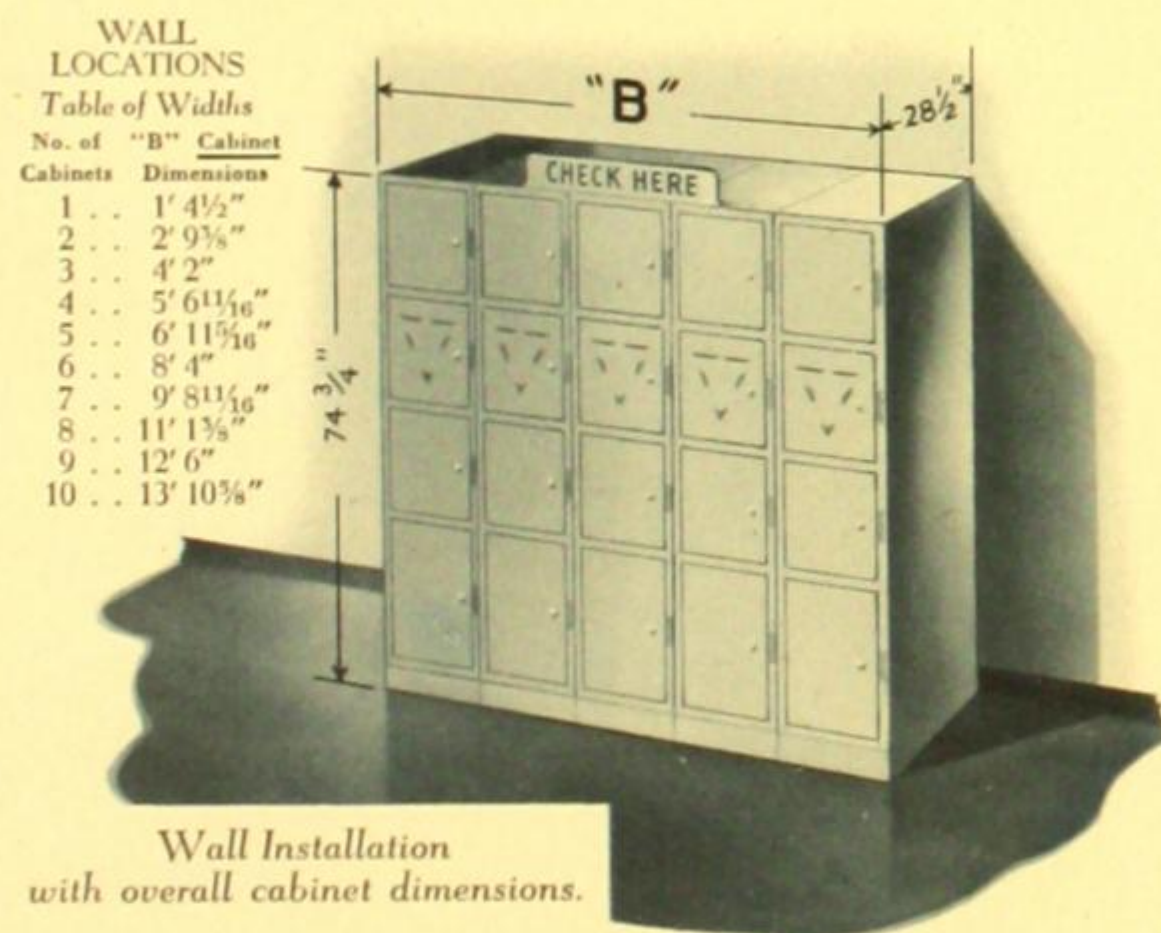
The results of these surveys have been such that although the general design of American lockers will be retained, some changes in dimensions of the post-war cabinet will be made so that practically all sizes of luggage in the future can be accommodated in lockers. Not only the lower locker but the top locker in the four-compartment cabinet will be of sufficient size to take care of the modern luggage which is higher but narrower than the bags carried in earlier years.

Color and color harmony have become an important part of the functional design of lockers. Formerly all lockers were finished in olive green. Extensive experiments and consultations with experts in color and design proved that light colors are more satisfactory to match interior terminal designs and attract a greater amount of parcel checking business. This standard color cabinet is found today in practically all modern terminals and stations. These changes in color paralleled the decision of transportation executives to mod-

ernize the design and improve the color factor of their streamlined trains and buses.

The material used for the finish of the steel parcel checking lockers must protect the surface and also give an attractive appearance. The American Locker Company has consulted the best paint manufacturers as to the proper material to use. Each cabinet has three coats — a soft primer, the color coat, and a third coat of synthetic lacquer which gives a lustre finish and a hard surface.

The problems of design, manufacture and maintenance of American lockers are dual in nature. American lockers must satisfy transportation executives as to design and size and they must satisfy the needs of the traveling public as to convenience and appearance.



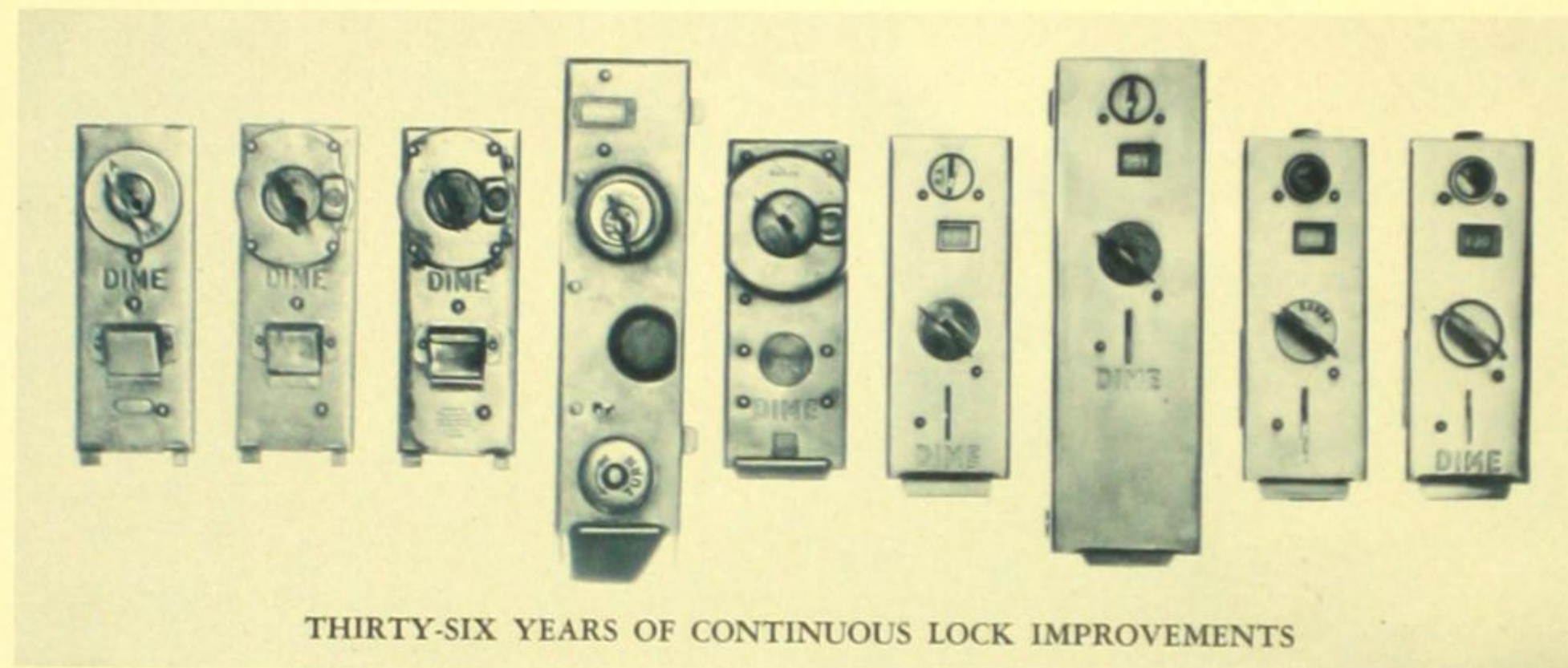
Caution: If platform is constructed under lockers it must not be over 3 1/4" high. For complete recessed dimensions and specifications consult American Locker Company.

LOCKS *and* KEYS

"THE Key is Your Check" has become a well-known slogan to the American traveling public. When a person checks his personal belongings in a parcel checking locker he has complete confidence that they will be there when he returns. This means absolute confidence in the lock, in American Locker Service and in the transportation company. The lock is the "heart" of American Locker Service. Thirty-six years of research and thousands of dollars have gone into making this "heart" function perfectly.

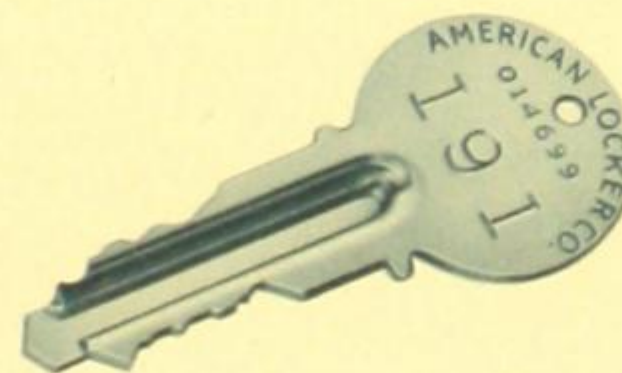
American lockers provide temporary checking and protection for luggage that has a total value of from \$300,000,000 to \$500,000,000 a year. This huge liability is the reason why no ordinary lock and key can be used. Safety, convenience and reliable performance at all times are paramount.

The American Locker Company's lock is the only one of its kind in existence . . . a precision instrument made completely by the company, which also designs and makes its own key. It is the nationwide and specialized scope of American Locker Service that makes



THIRTY-SIX YEARS OF CONTINUOUS LOCK IMPROVEMENTS

it possible for the American Locker Company to operate its own lock and key shop. Most locks are made on a mass production basis but because American Locker Company production of locks is confined to one field of business and to one set of problems, the work can be done to tolerances impossible in the larger commercial



lock shops. The repair and maintenance of locks and keys is maintained on the same close tolerance basis. American Locker Company produces locks that provide 1,500,000 combinations with tolerances from one half-thousandth minimum to two thousandths maximum. Incidentally this close precision increases the cost of American locks to three or four times the cost of the average commercial lock.

Equal care is given to the manufacture of American Locker Company keys. These keys are of a special design and give the maximum of safety. Each lock and key goes through twelve different and exacting tests and some have been in continuous service for five to ten years. In the larger terminals many locks and keys are used over 200 times a month or nearly 2500 times a year.

This great care exercised in the production and maintenance of locks and keys has produced a public confidence in American Locker Service that is nationwide. The traveler of today knows that his key is not only his check, but a guarantee that his luggage will be absolutely safe in an American public locker.

SERVICE ORGANIZATION

TO maintain adequate and efficient service in operating parcel checking lockers in thousands of different locations, the American Locker Company has a service staff and complete facilities in each of eight district offices located throughout the United States. These organizations are under the supervision of the District Managers and the General Superintendent of Service and the Auditor in the executive offices in Boston. The service staff consists of men who are especially trained for this work.

It is the responsibility of these service organizations to install, remove, relocate and maintain the locker equipment in a well-appearing, efficient, operating condition. In this connection one of the most important functions of the traveling field men in the service organization is instructing and assisting agents of the transportation companies in the part they take in the operation of American Locker Service.

For the most part, station personnel read lock meters, take care of lost keys and baggage stored overtime, order new locks when necessary, and collect and report the revenues from the lockers at least once a month. Monthly station reports submitted by the transportation

agents show the operating condition of the equipment. Thus through the examination of these reports the service department of the American Locker Company may direct their own servicemen to those stations requiring attention. These Locker Company field men are constantly coaching the transportation personnel and establishing improved methods to keep the equipment in an efficient operating condition. They travel approximately 300,000 miles a year and make more than 15,000 service calls.

A vital part of service operation is the changing of

locks which have become inoperative, and must be changed to keep the lockers available for public use. When notified by the station agent that any locks in his station need changing, the local district office immediately supplies the new locks either by mail or personally by its field representatives. Approximately 135,000 locks are thus changed each year. This requires a reserve of thousands of locks in the district offices. About 75% of all locks changed are caused by baggage left in lockers beyond the allotted 24 hours. It should be realized, however, that 99% of locker patrons reclaim their luggage within the 24 hour limit.

The American Locker Company establishes standard procedure and provides supervision and audit of the entire locker operation, thus relieving the transportation company of these functions of the service.

The entire group of trained and experienced men in the service organization of the American Locker Company work in close cooperation with transportation executives and their assistants. They are available at all times to be of help to the transportation companies that are now furnishing American Locker Service to the traveling public from coast to coast.



PHOTO BY SHAW, BOSTON

GROWTH OF PATRONAGE

PUBLIC acceptance of and demand for American Locker Service has increased substantially especially during the war years. This is illustrated by the two charts on this page.

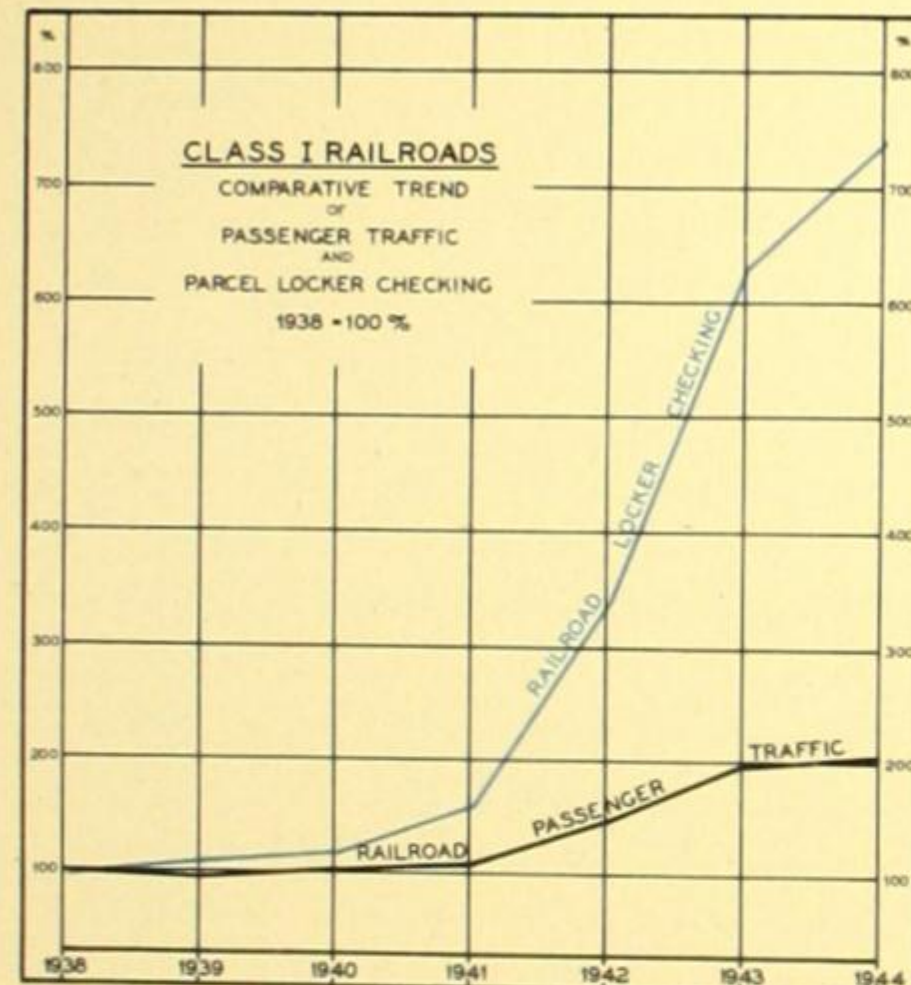
One chart is a comparison of railroad passenger traffic and the volume of locker checking in railroad terminals and stations. The other gives a similar comparison of bus passenger traffic and locker checking in

the hundreds of bus stations providing American Locker Service.

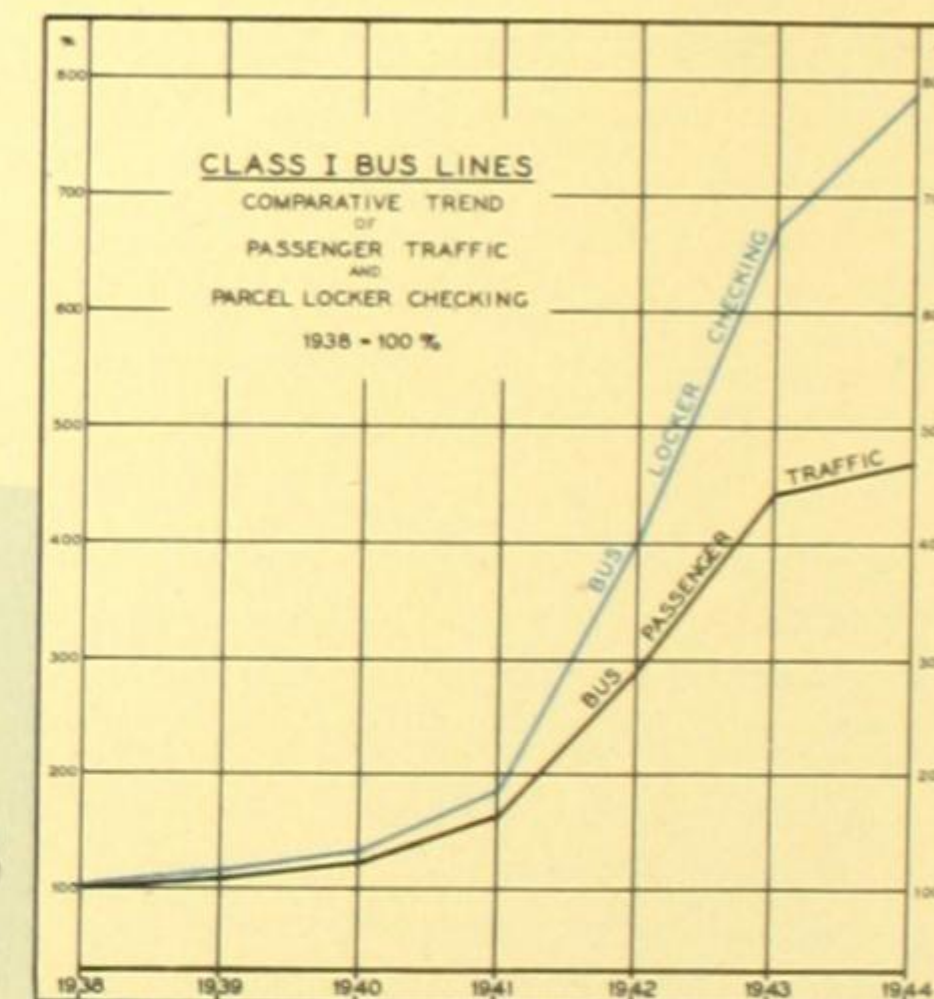
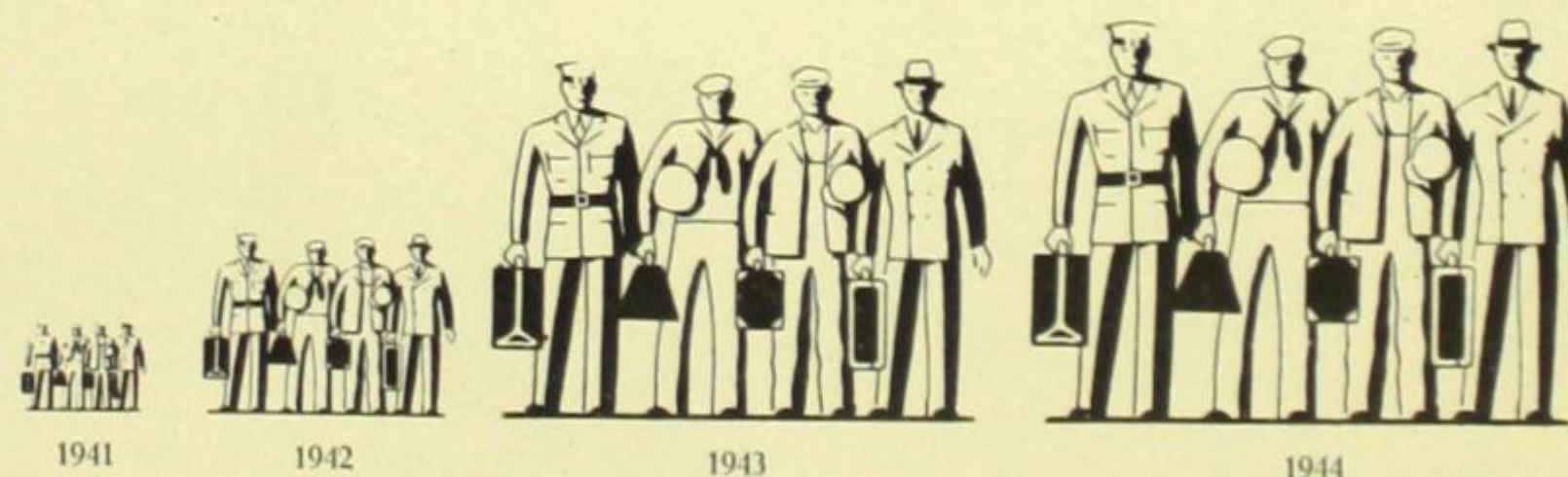
Throughout the prewar years, locker checking increased somewhat more rapidly than traffic as is indicated on the charts for the three years 1938 to 1940 inclusive. Although railroad passenger traffic from 1940 to 1944 advanced 101.2%, the increase in the volume of locker checking was 520.0%. Passenger traffic on the bus lines in 1944 was 285.4% above 1940 whereas locker checking in this field rose 492.0% during these war years.

During the year 1931, when the American Locker Company was reorganized, there were approximately 10,893,000 parcels checked in Class I railroad and terminal parcel rooms and only 1,048,000 articles checked in lockers installed in railroad terminals and stations, indicating that less than 9% of total checking

was then handled by lockers on the railroads. In 1944 approximately 19,000,000 parcels were checked in railroad parcel rooms in contrast to over 30,000,000 articles handled by lockers in railroad stations, or 62% of the total railroad checking business. For the bus industry the 1944 relative percentage is much higher as most bus stations depend on American Locker Service for their entire checking needs.



FOUR-YEAR GROWTH OF LOCKER CHECKING



PUBLIC RESPONSE

THE Voice of the People" speaks louder than any other single fact in explaining the rapid growth of parcel locker checking in the transportation field. There is a constantly increasing trend toward this convenient, nation-wide checking service and travelers expect to find American Locker Service in all transportation centers.

Several years ago a national research organization made an extensive research for the American Locker Company of public response to locker checking. Thousands of travelers were interviewed in numerous railroad and bus stations. Over 80% of all the people interviewed who had used parcel checking lockers and other methods of checking their luggage stated that they preferred to check their belongings in parcel lockers. Thousands of passengers that were questioned in terminals which at that time were not equipped with American Locker Service stated definitely that they would use lockers when they were installed in these terminals. Of the 80% of travelers who preferred lockers, practically all gave one of three reasons for their preference: (1) convenience, (2) no waiting in line, and (3) safety.

During the war years a large proportion of the public response to locker checking came from men in the armed services, war workers and travelers directly connected with the war effort. This represents a new type of traveler, a new generation which has now been thoroughly educated to the use and convenience of locker checking. Most of these young travelers have used no other methods of checking and in the future will look for American Locker Service wherever they may go.

Because of their convenience and the multiple locations of lockers in thousands of terminals and stations, public patronage is increased and much new checking business is created that would otherwise be lost. If the checking facilities are inadequate or inefficient, thousands of travelers will leave the station carrying their luggage with them.

The temporary care of a passenger's personal belongings should create satisfaction and cooperation between the patron and the transportation companies and terminal management. Furthermore, when the passenger returns to reclaim his luggage, the probability is that he will continue his travels from the same terminal. To maintain an increasingly favorable public response, it is to the advantage of all transportation companies to provide adequate and efficient parcel checking facilities for their passengers.

— and thousands of Navy Men like them, too.



PHOTO—OFFICE OF WAR INFORMATION



Lockers solve checking problems of wartime passenger traffic

The Army prefers Locker Checking



PHOTO BY SHAW, BOSTON

LOCKER CHECKING . . . AN INTEGRAL PART OF TRANSPORTATION SERVICE

FOR a number of years transportation executives have realized that terminal and station facilities must keep pace with the modernization of their passenger trains and buses. The building programs started prior to the war and which will be continued and enlarged during the postwar era, have been instituted on the basic principle that the traveler deserves attractive, convenient and modern service facilities and accessories during the entire time that he is in any way dependent on transportation.

The improvement of station and terminal facilities is now beginning to match the efficient, convenient and comfortable "in-transit" service that the public has learned to expect as a regular part of transportation service. American Locker Service has kept pace with these improvements and during the postwar years, with the cooperation of transportation executives, will continue to provide even more adequate parcel

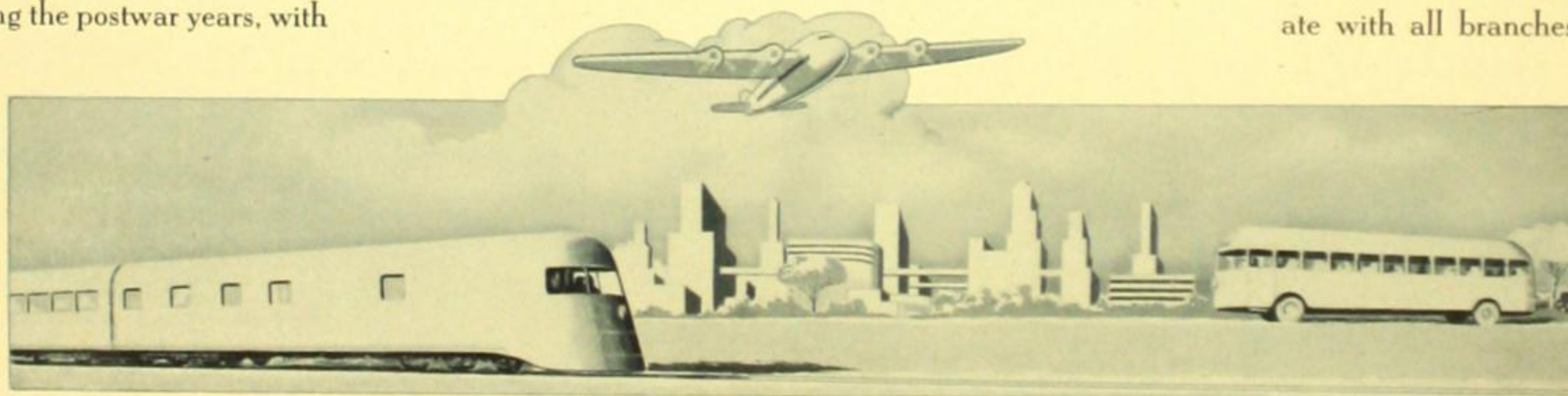
checking facilities. Today the great majority of travelers expect to find American parcel lockers in all railroad and bus terminals and stations. Aviation, as the youngest branch of the transportation industry, is also adopting American Locker Service as an integral part of its airport facilities.

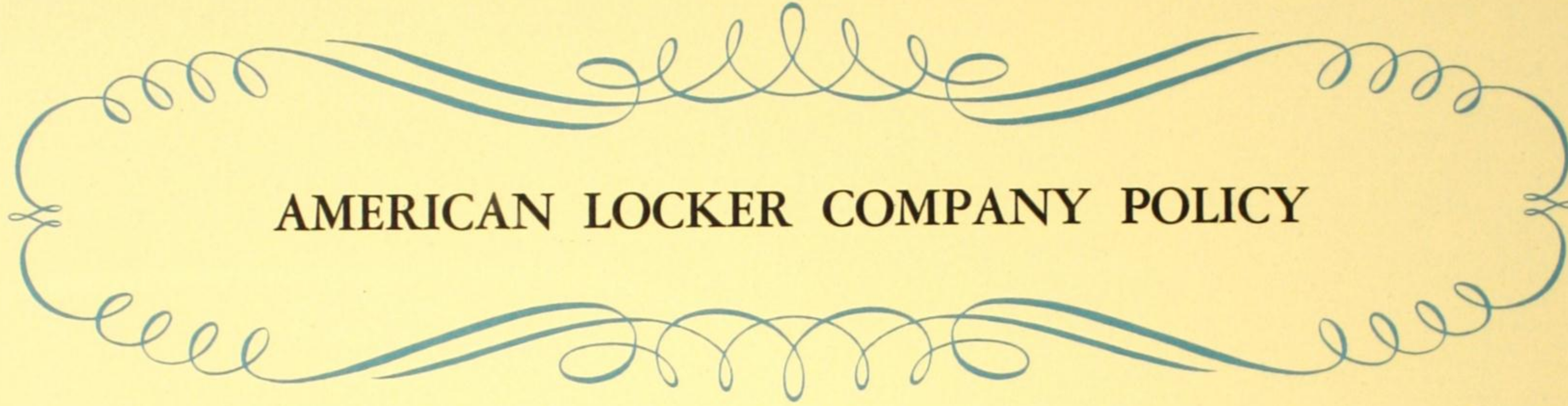
Due to its alert attitude and methods of research, developed intensively during the last decade, the American Locker Company has developed a convenient and efficient service that is meeting the modern requirements of transportation. In the planning of new terminals or the remodeling of older stations and terminals, the installation of efficient American Locker Service is

now a required part of the plans because of public demands. Years ago parcel locker checking passed through the experimental stage and is now an established necessity.

Rail, bus and air transportation is facing one of the greatest eras in history. Its expansion will depend on the quality of service provided the public. The temporary care of a passenger's luggage is a personal service of the utmost importance. If efficiently conducted, it can create tremendous good will; and conversely, if the service is inadequate or inefficient, ill will may be produced that can offset many other favorable features provided for passengers' comfort.

The American Locker Company, through extensive plans for future development, is ready to cooperate with all branches of transportation in providing a parcel checking service to meet the needs of the public whenever and wherever required.





AMERICAN LOCKER COMPANY POLICY

A SERVICE organization can justify itself only if it benefits those whom it serves. In the case of American Locker Service the public receives better service at lower cost and in less time, and the transportation company benefits through the improved good will of its patrons.

It is a fixed policy of this company to recommend and place lockers in a transportation station only after a complete study of the parcel checking problem to be handled.

Terminal facilities are examined along two lines: first, the checking load being handled by existing facilities and, second, the ability to increase revenues by taking the service to the public. This last is accomplished by installation close to traffic lanes, — thus offering service at the point of suggestion, — and by providing and maintaining adequate equipment to meet changing demands for service. But the installation of locker service is only the beginning. To maintain an even quality of service and therefore maximum revenues under constantly changing travel and local conditions requires continual vigilance of a trained organization.

It has been proven that adherence to these principles, where it is possible to carry them out, has never failed to increase revenues and public satisfaction.

An agreement with American Locker Company, Inc. to provide parcel locker service brings the transportation company a substantial income, without capital investment or liability, plus the services of an organization of specialists which the transportation company executives may thereafter hold responsible for the adequacy and maintained quality of this service at all points. Thus, complete responsibility for the quality of the service passes from a busy transportation official, able to give but part time to the job, to a trained organization to which parcel checking in all its phases is a constant study.

Our success in giving satisfaction to the traveling public over a long period has been greatly facilitated by the cooperation we have received from the managements of the transportation companies which we serve.

Secure in the knowledge that this helpful cooperation will continue, I look with confidence to the future of American Locker Service as an integral part of transportation service to the American traveling public.

Hamilton W. Baker
President

AMERICAN LOCKER COMPANY, INC.

RAILROAD AND BUS TERMINALS AND STATIONS

Providing American Locker Service

City	Station or Terminal
ALABAMA	
Anniston	Southern Railway Crescent Stages
Birmingham	Louisville & Nashville Railroad Birmingham Terminal Company Southeastern Greyhound Lines Tri-State Trailways
Calera	Louisville & Nashville Railroad
Decatur	Southern Railway Southeastern Greyhound Lines
Dothan	Union Bus Terminal
Florence	Capital Motor Lines
Gadsden	Southeastern Greyhound Lines
Huntsville	Crescent Stages
Mobile	Teche Greyhound Lines
Montgomery	Southeastern Greyhound Lines
Opelika	Central of Georgia Railway Teche Greyhound Lines
Selma	Capital Motor Lines
Sylacauga	Louisville & Nashville Railroad
Tuscaloosa	Teche Greyhound Lines

ARIZONA	
Casa Grande	Southern Pacific Company
Douglas	Southern Pacific Company
Phoenix	Menderson Bus Lines Pacific Greyhound Lines
Prescott	Santa Fe Trailways
Tucson	Southern Pacific Company Pacific Greyhound Lines
Yuma	Southern Pacific Company

ARKANSAS	
Brinkley	Chicago, Rock Island & Pacific Railway
Camden	Southeastern Greyhound Lines
Conway	Missouri Pacific Railroad
El Dorado	Missouri Pacific Railroad Union Bus Terminal

City	Station or Terminal
Ft. Smith	Kansas City Southern Railway
Helena	Missouri Pacific Railroad
Hope	Missouri Pacific Railroad
Hot Springs	Chicago, Rock Island & Pacific Railway Missouri Pacific Transportation
Jonesboro	St. Louis Southwestern Railway
Little Rock	Arkansas Motor Coaches, Ltd. Southwestern Greyhound Lines Chicago, Rock Island & Pacific Railway Missouri Pacific Railroad
Morrilton	Missouri Pacific Railroad
Paragould	St. Louis Southwestern Railway
Pine Bluff	Southwestern Greyhound Lines
Russellville	Missouri Pacific Railroad
Stuttgart	St. Louis Southwestern Railway
Texarkana	Union Railroad Station Arkansas Motor Coaches, Ltd. Dixie Motor Coach
Wynne	Missouri Pacific Railroad

CALIFORNIA	
Bakersfield	Southern Pacific Company Santa Fe Railways Pacific Greyhound Lines
Berkeley	Santa Fe Railways
Burlingame	Southern Pacific Company
Colton	Southern Pacific Company
Crockett	Southern Pacific Company
Davis	Southern Pacific Company
Dunsmuir	Southern Pacific Company
El Centro	Southern Pacific Company Pacific Greyhound Lines
Fresno	Santa Fe Railways Pacific Greyhound Lines
Glendale	Southern Pacific Company
Hollywood	Pacific Greyhound Lines
Indio	Southern Pacific Company
Long Beach	Central Bus Depot Pacific Electric Railway Pacific Greyhound Lines

City	Station or Terminal
Los Angeles	Union Passenger Depot Pacific Electric Railway Pacific Greyhound Lines
Martinez	Southern Pacific Company
Marysville	Southern Pacific Company Gibson Lines
Merced	Southern Pacific Company Santa Fe Railways
Modesto	Southern Pacific Company Pacific Greyhound Lines
Monterey	Pacific Greyhound Lines
Napa	Pacific Greyhound Lines
Needles	Atchison, Topeka & Santa Fe Railway
Oakland	Santa Fe Railways Central Bus Depot Pacific Greyhound Lines
Oxnard	Southern Pacific Company
Palo Alto	Southern Pacific Company Pacific Greyhound Lines
Pasadena	Asbury Rapid Transit
Pomona	Southern Pacific Company
Redding	Southern Pacific Company Pacific Greyhound Lines
Redwood City	Southern Pacific Company
Richmond	Southern Pacific Company
Riverside	Union Pacific Railroad
Roseville	Southern Pacific Company
Sacramento	Southern Pacific Company Pacific Greyhound Lines River Auto Stages
Salinas	Southern Pacific Company
San Diego	Atchison, Topeka & Santa Fe Railway Pacific Greyhound Lines
San Fernando	Asbury Rapid Transit
San Francisco	Southern Pacific Company Santa Fe Rail and Bus Terminal Pacific Greyhound Lines
San Jose	Southern Pacific Company
San Luis Obispo	Southern Pacific Company Pacific Greyhound Lines

City	Station or Terminal
San Mateo	Southern Pacific Company
Santa Ana	Pacific Electric Railway
Santa Barbara	Southern Pacific Company Pacific Greyhound Lines
Santa Cruz	Pacific Greyhound Lines
Stockton	Southern Pacific Company Santa Fe Railways Pacific Greyhound Lines
Tia Juana	Pacific Greyhound Lines
Truckee	Southern Pacific Company

COLORADO	
Alamosa	Denver & Rio Grande Western Railroad
Colorado Springs	Denver, Colorado Springs & Pueblo Motorways Southwestern Greyhound Lines
Denver	Denver & Rio Grande Western Railroad Union Terminal Interstate Transit Company Trailways Union Bus Depot
Glenwood Springs	Denver & Rio Grande Western Railroad
Grand Junction	Rio Grande Motorway Denver & Rio Grande Western Railroad
Greeley	Union Pacific Railroad
Limon	Chgo. Rock Island & Pacific Railway
Pueblo	Union Depot Denver, Colorado Springs & Pueblo Motorways
Salida	Denver & Rio Grande Western Railroad
Sterling	Union Pacific Railroad
Trinidad	Colorado & Southern Railway Santa Fe Railways Union Bus

CONNECTICUT	
Berlin	N. Y., N. H. & H. Railroad
Bridgeport	Greyhound Lines Blue Way Trailways
Bristol	N. Y., N. H. & H. Railroad

City	Station or Terminal
Danbury	N. Y., N. H. & H. Railroad Flying-Eagle Whiteway Bus
Greenwich	N. Y., N. H. & H. Railroad
Hartford	N. Y., N. H. & H. Railroad New England Transportation
Meriden	N. Y., N. H. & H. Railroad
New Britain	N. Y., N. H. & H. Railroad
New Haven	New England Transportation N. Y., N. H. & H. Railroad
New London	N. Y., N. H. & H. Railroad
New Milford	N. Y., N. H. & H. Railroad
Norwich	N. Y., N. H. & H. Railroad
Plainville	N. Y., N. H. & H. Railroad
South Norwalk	N. Y., N. H. & H. Railroad
Torrington	N. Y., N. H. & H. Railroad
Wallingford	N. Y., N. H. & H. Railroad
Waterbury	N. Y., N. H. & H. Railroad Flying-Eagle Whiteway Bus
Willimantic	N. Y., N. H. & H. Railroad
Winsted	N. Y., N. H. & H. Railroad

DELAWARE	
Dover	Pennsylvania Railroad
Wilmington	Pennsylvania Railroad Baltimore & Ohio Railroad Short Line Red Star Line

DISTRICT OF COLUMBIA	
Washington	Terminal Company Safeway Lines Greyhound Lines

FLORIDA	
Bradenton	Union Bus Station
Daytona Beach	Florida Motor Lines Florida East Coast Railway
Ft. Lauderdale	Florida East Coast Railway Florida Motor Lines
Ft. Pierce	Florida East Coast Railway

PROVIDING AMERICAN LOCKER SERVICE

City	Station or Terminal
Gainesville	Florida Motor Lines
Hollywood	Florida East Coast Railway
Jacksonville	Terminal Company Motor Bus Terminal
Key West	Florida Motor Lines
Lake City	Southeastern Greyhound Lines
Lakeland	Atlantic Coast Line Florida Motor Lines
Marianna	Southeastern Greyhound
Miami	Florida Motor Lines Florida East Coast Railway Seaboard Air Line
New Smyrna	Florida East Coast Railway
Ocala	Seaboard Air Line
Orlando	Atlantic Coast Line Florida Motor Lines
Panama	Alaga Coast Line
Pensacola	Teche Greyhound Lines
St. Augustine	Florida East Coast Railway Florida Motor Lines
St. Petersburg	Seaboard Air Line Florida Motor Lines
Sarasota	Union Bus Station Seaboard Air Line
Starke	Seaboard Air Line
Tallahassee	Seaboard Air Line
Tampa	Tampa Union Station Florida Motor Lines
West Palm Beach	Florida East Coast Railway Seaboard Air Line Florida Motor Lines

GEORGIA

Albany	Georgia Stages
Americus	Central of Georgia Railway Union Bus Terminal
Athens	Seaboard Air Line Southeastern Stages
Atlanta	Atlanta Terminal Nashville, Chattanooga & St. Louis Railway Greyhound Bus Terminal
Augusta	Atlantic Greyhound Lines
Bainbridge	Georgia Stages
Brunswick	Atlantic Greyhound Lines
Columbus	Central of Georgia Railway Transp. Company (Bus) Greyhound Lines Howard Bus Lines
Gainesville	Old South Lines
Jesup	Atlantic Greyhound Lines
Macon	Greyhound Bus Station
Milledgeville	Southern Stages
Moultrie	Georgia Stages
Rome	Southern Railway Southeastern Management (Union Bus)
Savannah	Union Station Atlantic Greyhound Lines
Swainsboro	Greyhound Lines
Thomasville	Georgia Stages
Tifton, Southeastern Management (Union Bus)	

City	Station or Terminal
Valdosta	Southern Railway Greyhound Lines
Waycross	Atlantic Greyhound Lines

IDAHO

Boise	Union Pacific Railroad Union Pacific Stages
Coeur d'Alene	Auto Interurban Bus Co.
Idaho Falls	Union Pacific Railroad Union Pacific Stages
Moscow	Northern Pacific Railway Union Pacific Stages
Pocatello	Union Pacific Railroad Union Pacific Stages
Sand Point	Northern Pacific Railway
Twin Falls	Union Pacific Stages

ILLINOIS

Barrington	Chicago & North Western Railway
Belleville	Belleville St. Louis Coach
Bloomington	Cleveland, Cincinnati, Chicago & St. Louis Railway Union Bus
Blue Island	Chicago, Rock Island & Pacific Railway
Bureau	Chicago, Rock Island & Pacific Railway
Cairo	Dixie Greyhound Lines
Carbondale	Illinois Central Railroad
Centralia	Illinois Central Railroad
Champaign	Cleveland, Cincinnati, Chicago & St. Louis Railway Illinois Central Railroad Illini Coach Lines
Charleston	New York, Chicago & St. Louis Railroad
Chicago	Chicago Union Station Chicago, North Shore & Milwaukee Railroad Chicago Rapid Transit (41 stations) Chicago, Milwaukee, St. Paul & Pacific RR Chicago & North Western Railway Baltimore & Ohio, Chicago Terminal Co. New York Central Railroad Chicago, Rock Island & Pacific Railway Baltimore & Ohio Railroad Illinois Central Railroad Central Greyhound Lines All American Bus Union Motor Coach Terminal
Chicago Heights	Chicago & Eastern Illinois Railway Union Bus
Clinton	Illinois Central Railroad
Crystal Lake	Chicago & North Western Railway
Danville	Chicago & Eastern Illinois Railway Wabash Railway Company Union Bus
Decatur	Illinois Central Railroad
De Kalb	Chicago & North Western Railway
Des Plaines	Chicago & North Western Railway
Dixon	Chicago & North Western Railway Interstate Transit Lines
Downers Grove	Chicago, Burlington & Quincy Railroad

City	Station or Terminal
Duquoin	Illinois Central Railroad
East Dubuque	Illinois Central Railroad
East St. Louis	Relay Depot Greyhound Lines
Effingham	Illinois Central Railroad
Elgin	Chicago, Aurora & Elgin Railroad Chicago, Milwaukee, St. Paul & Pacific RR Union Motor Coach
Englewood	Chicago, Rock Island & Pacific Railway
Evanston	Chicago & North Western Railway
Freeport	Illinois Central Railroad
Galesburg	Santa Fe Railways
Glen Ellyn	Chicago, Aurora & Elgin Railroad
Harrisburg	Cleve., Cin., Chgo. & St. Louis Rwy.
Harvey	Illinois Central Railroad
Highland Park	Chicago & North Western Railway Chicago, North Shore & Milwaukee Railroad
Hoopeston	Chicago & Eastern Illinois Railway
Hubbard Woods	Chicago & North Western Railway
Joliet	Union Depot Bluebird System
Kankakee	Illinois Central Railroad Greyhound Lines
Kewanee	Chicago, Burlington & Quincy RR
LaSalle	Chicago, Rock Island & Pacific Railway
Lincoln	Alton Railroad Company
Macomb	Chicago, Burlington & Quincy RR
Marion	Chicago & Eastern Illinois Rwy.
Mattoon	Cleve., Cin., Chgo. & St. Louis Rwy. Illinois Central Railroad
Moline	Chicago, Rock Island & Pacific Rwy. Interstate Transit Lines
Mt. Vernon	Chicago & Eastern Illinois Rwy.
Oak Park	Chicago & North Western Rwy.
Ottawa	Chicago, Rock Island & Pacific Rwy.
Pana	Chicago & Eastern Illinois Rwy.
Paris	Cleve., Cin., Chgo. & St. Louis Rwy.
Park Ridge	Chicago & North Western Rwy.
Peoria	Greyhound Lines
Pontiac	Alton Railroad
Rantoul	Illinois Central Railroad
Rockford	Illinois Central Railroad Northland Greyhound Lines
Rock Island	Chicago, Burlington & Quincy Railroad Interstate Transit Lines
Savanna	Chicago, Burlington & Quincy RR
Springfield	Alton Railroad Illinois Central Railroad
Sterling	Chicago & North Western Rwy.
Streator	Santa Fe Railway
Watseka	Chicago & Eastern Illinois Rwy.
Waukegan	Chicago & North Western Railway
Winnetka	Chicago & North Western Railway Chicago, North Shore & Milwaukee Railroad
Woodstock	Chicago & North Western Railroad

City	Station or Terminal
INDIANA	
Anderson	Cleve., Cin., Chgo. & St. Louis Rwy. Pennsylvania Railroad Union Bus
Bloomington	Chicago, Indianapolis & Louisville Rwy.
Brazil	Indiana RR Bus Depot
Clinton	Chicago & Eastern Ill. Rwy.
Columbus	Pennsylvania Railroad
Crawfordsville	American Stages
Elkhart	New York Central Railroad
Evansville	Greyhound Lines
Fort Wayne	Pennsylvania Railroad New York, Chicago & St. Louis Railroad Wabash Railway Co. Penn. Greyhound Lines
Frankfort	New York, Chicago & St. Louis Railroad Bus Depot
Gary	New York Central Railroad Bus Station
Hammond	New York, Chicago & St. Louis Railroad Chicago, Indianapolis & Louisville Rwy. Greyhound Lines
Huntington	Wabash Railway Co.
Indianapolis	Union Railway Indianapolis Railways, Inc.
Knox	New York, Chicago & St. Louis Railroad
Kokomo	Pennsylvania Railroad
Lafayette	New York, Chicago & St. Louis Railroad Chicago, Indianapolis & Louisville Rwy. Wabash Railway Company Union Bus Depot
LaPorte	New York Central Railroad
Logansport	Pennsylvania Railroad
Marion	Short Way Lines
Monon	Chicago, Indianapolis & Louisville Rwy.
Muncie	Cleve., Cin., Chgo. & St. Louis Rwy. A. B. C. Coach Lines
New Castle	Bus Station
North Vernon	Baltimore & Ohio Railroad
Peru	Wabash Railway Co.
Plymouth	Pennsylvania Railroad
Portland	New York, Chicago & St. Louis Rwy.
Princeton	Chicago & Eastern Illinois Rwy.
Rensselaer	Chicago, Indpls. & Louisville Rwy.
Richmond	Penn. Greyhound Lines Penn. Railroad
South Bend	New York Central RR
Terre Haute	Cleve., Cin., Chgo. & St. Louis Rwy. Pennsylvania Railroad
Tipton	New York, Chicago & St. Louis RR
Valparaiso	Pennsylvania Railroad
Vincennes	Capitol Greyhound Lines Baltimore & Ohio Railroad
Warsaw	Pennsylvania Railroad

City	Station or Terminal
IOWA	
Ames	Chicago & North Western Railway
Boone	Chicago & North Western Railway
Calmar	Chicago, Milwaukee, St. Paul & Pacific RR
Carroll	Chicago & North Western Railway Chicago Great Western Railroad
Cedar Rapids	Chgo., Milwaukee, St. Paul & Pacific RR Chicago & North Western Railway
Charles City	Chgo., Milwaukee, St. Paul & Pacific RR
Clinton	Chicago & North Western Railway Muscatine, Davenport & Clinton Bus Co.
Council Bluffs	Chicago, Burlington & Quincy Railroad Chicago & North Western Railway Chicago, Rock Island & Pacific Railway
Davenport	Chicago, Rock Island & Pacific Railway Dav., Rock Island & Northwestern Railroad Interstate Transit Lines Muscatine, Davenport & Clinton Bus
Des Moines	Union Railway Chicago & North Western Railway Chicago, Rock Island & Pacific Railway Interstate Transit Lines Burlington Transp. Co.
Dubuque	Chicago, Burlington & Quincy Railroad Illinois Central Railroad Chicago, Milwaukee, St. Paul & Pacific RR
Fairfield	Chicago, Burlington & Quincy Railroad
Fort Dodge	Illinois Central Railroad Union Bus
Ft. Madison	Chicago, Burlington & Quincy Railroad Santa Fe Railway
Grinnell	Chicago, Rock Island & Pacific Railway
Iowa City	Chicago, Rock Island & Pacific Railway Union Bus Depot
Iowa Falls	Chicago, Rock Island & Pacific Railway
Manly	Chicago, Rock Island & Pacific Railway
Marion	Chicago, Milwaukee, St. Paul & Pacific RR
Marshalltown	Chicago & North Western Railroad Chicago Great Western Railroad
Mason City	Chicago, Milwaukee, St. Paul & Pacific RR Chicago Great Western Railroad
Missouri Valley	Chicago & North Western Railway
Muscatine	Chicago, Rock Island & Pacific Railway Muscatine, Davenport & Clinton Bus
Osceola	Chicago, Burlington & Quincy Railroad
Ottumwa	Burlington Transp. Co.
Perry	Chgo., Milwaukee, St. Paul & Pacific RR
Sheldon	Chicago, Milwaukee, St. Paul & Pacific RR

RAILROAD AND BUS TERMINALS AND STATIONS

City	Station or Terminal
Sioux City	Chicago & North Western Railway Chicago, Milwaukee, St. Paul & Pacific RR Great Northern Railway Interstate Transit Lines Burlington Transp. Co.
Spencer	Chgo., Milwaukee, St. Paul & Pacific RR
Waterloo	Chicago, Rock Island & Pacific Rwy. Chicago Great Western Railroad Illinois Central Railroad

KANSAS

Belleville	Chicago, Rock Island & Pacific Rwy.
Chanute	Santa Fe Railway
Coffeyville	Missouri-Kansas-Texas Railroad Union Traction Bus Company
Hays	Union Pacific Railroad
Herrington	Chicago, Rock Island & Pacific Rwy. Santa Fe Railway
Hutchinson	Chicago, Rock Island & Pacific Rwy.
Junction City	Union Pacific Railroad Union Bus Depot
Kansas City	Interstate Transit Lines
Lawrence	Santa Fe Railway
Liberal	Chicago, Rock Island & Pacific Rwy.
Manhattan	Union Pacific Railroad Santa Fe Trailways
Marysville	Union Pacific Railroad
McFarland	Chicago, Rock Island & Pacific Rwy.
Osawatomie	Missouri Pacific Railroad
Ottawa	Santa Fe Railway
Pittsburg	Santa Fe Trailways
Salina	Union Pacific Railroad
Topeka	Union Pacific Railroad Interstate Transit Lines
Wichita	Missouri Pacific Railroad Santa Fe Trailways

KENTUCKY

Bowling Green	Southeastern Greyhound Lines
Covington	Chesapeake & Ohio Rwy. Southeastern Greyhound Lines
Danville	Southeastern Greyhound Lines
Fort Knox	Illinois Central Railroad
Frankfort	Louisville & Nashville Railroad Southeastern Greyhound Lines
Fulton	Illinois Central Railroad
Guthrie	Louisville & Nashville Railroad
Harlan	Louisville & Nashville Railroad Southeastern Greyhound Lines
Hopkinsville	Louisville & Nashville Railroad Southeastern Greyhound Lines
Lexington	Southern Railway
Louisville	Illinois Central Railroad Greyhound Lines
Middlesboro	Southeastern Greyhound Lines
Maysville	Chesapeake & Ohio Rwy.
Owensboro	Louisville & Nashville Railroad Southeastern Greyhound Lines
Paducah	Illinois Central Railroad Dixie Greyhound Lines

City	Station or Terminal
Pineville	Louisville & Nashville Railroad Southeastern Greyhound Lines
Richmond	Louisville & Nashville Railroad Southeastern Greyhound Lines
Somerset	Southeastern Greyhound Lines
Winchester	Chesapeake & Ohio Rwy. Southeastern Greyhound Lines

LOUISIANA

Alexandria	Missouri Pacific Railroad Louisiana & Arkansas Rwy. Interurban Bus Transp. Co.
Baton Rouge	Illinois Central Railroad Louisiana & Arkansas Rwy. Interurban Bus Transp. Co. Teche Greyhound Lines
Hammond	Illinois Central Railroad
Lake Charles	Southwestern Greyhound Lines
Leesville	Kansas City Southern Rwy. Tri-State Transit
Minden	Union Bus
Monroe	Missouri Pacific Railroad Illinois Central Railroad
New Orleans	Louisiana & Arkansas Rwy. Illinois Central Railroad Tex. Pacific—Mo. Pacific Terminal Teche Greyhound Lines Interurban Bus Transp. Co.
Ruston	Chicago, Rock Island & Pacific Rwy. Union Bus Station
Shreveport	Texas & Pacific Rwy. Union Bus Terminal
Tallulah	Tri-State Trailways Depot

MAINE

Augusta	Maine Central Railroad
Bangor	Maine Central Railroad Bangor Bus
Bath	Maine Central Railroad
Biddeford	Maine Central Railroad
Brunswick	Maine Central Railroad
Ellsworth	Maine Central Railroad
Gardiner	Maine Central Railroad
Lewiston	Maine Central Railroad Boston Bus Terminal
Portland	Portland Terminal Company Town Taxi Bus Co. New England Greyhound Lines Casco Bay Bus Line
Rockland	Maine Central Railroad
Waterville	Maine Central Railroad

MARYLAND

Aberdeen	Pennsylvania Railroad Baltimore & Ohio Railroad
Baltimore	Baltimore & Ohio Railroad Pennsylvania Railroad Western Maryland Railroad Safeway Lines Pennsylvania Greyhound Lines

City	Station or Terminal
Cumberland	Baltimore & Ohio Railroad Western Maryland Railroad Blue Ridge Lines Union Bus Lines
Frederick	Blue Ridge Lines
Hagerstown	Pennsylvania Railroad Western Maryland Railroad Blue Ridge Lines
Laurel	Safeway Lines
Perryville	Pennsylvania Railroad
Salisbury	Pennsylvania Railroad Red Star Way
Westminster	Western Maryland Railroad

MASSACHUSETTS

Athol	Boston & Maine Railroad
Ayer	Boston & Maine Railroad
Beverly	Boston & Maine Railroad
Boston	Boston Terminal Co. (So. Sta.) Boston & Maine RR (No. Sta.) Boston, Worcester & New York St. Rwy. Boston Elevated Rwy. (Subway) 30 stations Eastern Mass. St. Rwy. New England Greyhound Lines
Braintree	N. Y., N. H. & H. Railroad
Brockton	N. Y., N. H. & H. Railroad Eastern Mass. St. Rwy.
Buzzards Bay	N. Y., N. H. & H. Railroad
Fall River	New England Transportation Inter City Transp. Co.
Fitchburg	Boston & Maine Railroad Bus Depot
Framingham	Boston & Albany Railroad
Gardner	Boston & Maine Railroad
Gloucester	Boston & Maine Railroad
Greenfield	Boston & Maine Railroad
Haverhill	Boston & Maine Railroad
Holyoke	Boston & Maine Railroad
Hyannis	N. Y., N. H. & H. Railroad
Lawrence	Boston & Maine Railroad
Lowell	Boston & Maine Railroad Eastern Mass. St. Rwy. Lowell Bus Terminal
Lynn	Boston & Maine Railroad
New Bedford	N. Y., N. H. & H. Railroad Union St. Railway
Newburyport	Boston & Maine RR
North Adams	Boston & Maine RR
Northampton	Boston & Maine RR
Palmer	Boston & Albany RR
Pittsfield	Boston & Albany RR
Plymouth	N. Y., N. H. & H. Railroad
Quincy	N. Y., N. H. & H. Railroad
Salem	Boston & Maine RR Eastern Mass. St. Rwy.
Springfield	Boston & Albany RR Greyhound Lines
Taunton	Eastern Mass. St. Rwy.
Waltham	Boston & Maine RR
Woods Hole	N. Y., N. H. & H. Railroad

City	Station or Terminal
Worcester	Boston & Albany RR Boston, Worcester & New York St. Rwy. New England Greyhound Lines New England Transportation Short Lines

MICHIGAN

Adrian	Short Way Lines
Ann Arbor	Michigan Central Railroad Great Lakes Greyhound Lines
Battle Creek	Michigan Central Railroad Grand Trunk Railway
Bay City	Michigan Central Railroad Great Lakes Greyhound Lines
Benton Harbor	Pere Marquette Railway Central Greyhound Lines
Detroit	Michigan Central Railroad Fort St. Union Railroad Terminal Grand Trunk Railway Greyhound Lines
Durand	Grand Trunk Railway
Escanaba	Chicago & North Western Railway
Flint	Grand Trunk Railway Pere Marquette Railway Great Lakes Greyhound Lines
Frankfort	Ann Arbor Railroad
Gladstone	Mpls., St. Paul & S.S. Marie Railway
Grand Rapids	Pennsylvania Railroad Grand Trunk Railway
Iron Mountain	Chgo., Milw., St. Paul & Pacific Railroad
Ironwood	Chicago & North Western Railway
Ishpeming	Chicago & North Western Railway
Jackson	Michigan Central Railroad Great Lakes Greyhound Lines
Kalamazoo	Michigan Central Railroad Pennsylvania Railroad Great Lakes Greyhound Lines
Lansing	Michigan Central Railroad Grand Trunk Railway Great Lakes Greyhound Lines
Ludington	Pere Marquette Railway
Mackinaw	Michigan Central Railroad
Manistique, Mpls., St. Paul & S.S. Marie Railway	
Menominee	Chicago & North Western Railway
Monroe	Blue Goose Bus
Muskegon	Pere Marquette Railway Grand Trunk Railway
Owosso	Flint Bus Lines
Pontiac	Grand Trunk Railway Great Lakes Greyhound Lines
Port Huron	Grand Trunk Railway Great Lakes Greyhound Lines
Royal Oak	Great Lakes Greyhound Lines
Saginaw	Michigan Central Railroad Pere Marquette Railway Great Lakes Greyhound Lines
Traverse City	Pere Marquette Railway
Ypsilanti	Union Bus Station

MINNESOTA

Albert Lea, Chicago, Rock Island & Pacific Rwy.	
Austin, Chgo., Milwaukee, St. Paul & Pacific RR	

City	Station or Terminal
Bemidji	Mpls., St. Paul & S.S. Marie Railway
Breckenridge	Great Northern Railway
Crookston	Great Northern Railway
Detroit Lakes	Northern Pacific Railway
Duluth	Chgo., St. Paul, Mpls. & Omaha Rwy. Union Depot Northland Greyhound Lines
Glenwood	Mpls., St. Paul & S.S. Marie Railway
Little Falls	Northern Pacific Railway
Mankato	Chgo., St. Paul, Mpls. & Omaha Rwy. Northland Greyhound Lines
Minneapolis	Mpls., Northfield & Southern Railroad Great Northern Railway Chgo., Milw., St. Paul & Pacific RR Northland Greyhound Lines
Northfield	Chgo., Milw., St. Paul & Pacific RR
Owatonna, Chgo., Rock Island & Pacific Railway	
Red Wing	Chicago, Milwaukee, St. Paul & Pac. RR
Rochester	Chicago & North Western Railway Chicago Great Western Railroad Jefferson Transp. Co.
St. Cloud	Northern Pacific Railway
St. Paul	St. Paul Union Depot Union Bus Depot
Staples	Northern Pacific Railway
Thief River Falls	Mpls., St. Paul & S.S. Marie Rwy.
Wadena	Northern Pacific Railway
Willmar	Great Northern Railway
Winona	Chgo., Burlington & Quincy RR Chgo., Milw., St. Paul & Pacific RR Chgo. & North Western Rwy. Bus Depot
Worthington	Chgo., St. Paul, Mpls. & Omaha Rwy.

MISSISSIPPI

Biloxi	Louisville & Nashville RR Teche Greyhound Lines
Centerville	Illinois Central RR
Clarksdale	Dixie Greyhound Lines
Columbus	Tri-State Transit
Greenville	Illinois Central Railroad Dixie Greyhound Lines
Grenada	Illinois Central Railroad Tri-State Transit
Gulfport	Teche Greyhound Lines
Hattiesburg	Southern Railway Tri-State Transit Teche Greyhound Lines
Jackson	Illinois Central Railroad Tri-State Transit Dixie Greyhound Lines
Laurel	Southern Railway
Meridian	Teche Greyhound Lines
Natchez	Consolidated Bus
Pascagoula	Louisville & Nashville Railroad
Tupelo	Dixie Greyhound Lines
Vicksburg	Illinois Central Railroad Tri-State Transit

PROVIDING AMERICAN LOCKER SERVICE

City	Station or Terminal
MISSOURI	
Camp Crowder	Crown Coach Co.
Cape Girardeau	Dixie Greyhound Lines
Carondelet	Missouri Pacific Railroad
Carthage	Southwestern Greyhound Lines
Centralia	Wabash Railway
Columbia	Southwestern Greyhound Lines
Ft. Leonard Wood	Southwestern Greyhound Ls.
Jefferson City	Missouri Pacific Railroad Mo. Pacific Transp. Mo. Transit Lines
Joplin	Kansas City Southern RR Southwestern Greyhound Lines
Kansas City	Kansas City Terminal Southwestern Greyhound Lines
Kirksville	Mo. Transit Lines
Kirkwood	Missouri Pacific RR
Macon	Mo. Transit Lines
McElhany	Kansas City Southern RR
Mexico	Wabash Railway
Moberly	Missouri Transit Lines
Neosha	Kansas City Southern RR Union Bus
Nevada	Missouri-Kansas-Texas RR
Pleasant Hill	Missouri Pacific RR
Sedalia	Missouri Pacific RR
Sikeston	Dixie Greyhound Lines
Springfield	Southwestern Greyhound Lines
St. Joseph	Interstate Transit Lines Burlington Transp. Co.
St. Louis	Mo. Pacific Railroad St. Louis Union Terminal (2) Greyhound Terminal National Trailways Bus Union Bus Terminal All American Bus Line
Trenton	Chgo., Rock Island & Pac. Rwy.
Warrensboro	Mo. Pacific RR
Waynesville	Southwestern Greyhound Lines
MONTANA	
Billings	Northern Pacific Rwy. Burlington Trailways
Bozeman	Northland Greyhound Lines
Butte	Northern Pacific Rwy. Northern Pacific Rwy. Intermountain Bus Transp. Co. Northland Greyhound Lines
Glasgow	Great Northern Rwy.
Glendive	Northern Pacific Rwy.
Great Falls	Intermountain Bus Transp. Co.
Havre	Great Northern Rwy.
Helena	Great Northern Rwy. Northern Pacific Rwy. Northland Greyhound Lines
Livingston	Northern Pacific Rwy.
Miles City	Chgo., Milw., St. Paul & Pacific RR Northern Pacific Rwy.
Missoula	Chgo., Milw., St. Paul & Pac. RR Northern Pacific Rwy. Intermountain Transp. Co. Washington Motor Coach
Shelby	Great Northern Rwy.

City	Station or Terminal
NEBRASKA	
Chadron	Chicago & North Western Rwy.
Columbus	Union Pacific Railroad
Crawford	Chicago, Burlington & Quincy RR
Fairbury	Chicago, Rock Island & Pac. Rwy.
Fremont	Chicago & North Western Ry.
Grand Island	Union Pacific Railroad Chicago, Burlington & Quincy RR Interstate Transit Lines
Holdrege	Chgo., Burlington & Quincy RR
Kearney	Union Pacific Railroad
Lincoln	Missouri Pacific Railroad Chgo., Burlington & Quincy RR Chgo., Rock Island & Pacific RR Burlington Transp. Co.
McCook	Chgo., Burlington & Quincy RR
Norfolk	Chgo. & North Western Rwy.
Omaha	Union Pacific Railroad Chgo., St. Paul, Mpls. & Omaha Rwy. Interstate Transit Lines Burlington Bus Transp. Co.
Scottsbluff	Chgo., Burlington & Quincy RR
Sidney	Union Pacific Railroad
Superior	Chgo., Burlington & Quincy RR
Wymore	Chgo., Burlington & Quincy RR
NEVADA	
Elko	Southern Pacific Co.
Las Vegas	Union Pacific Railroad Interstate Transit Lines
Reno	Southern Pacific Co. Pacific Greyhound Lines
NEW HAMPSHIRE	
Concord	Boston & Maine Railroad
Dover	Boston & Maine Railroad
Keene	Boston & Maine Railroad
Laconia	Boston & Maine Railroad
Littleton	Boston & Maine Railroad
Manchester	Boston & Maine Railroad
Nashua	Boston & Maine Transp.
Plymouth	Boston & Maine Railroad
Portsmouth	Boston & Maine Railroad
Woodsville	Boston & Maine Railroad
NEW JERSEY	
Asbury Park	Asbury Park Bus Terminal
Atlantic City	Penn.-Reading Seashore Lines Penn.-Reading Motors
Brick Church	Del., Lack. & Western RR
Camden	N. J. Public Service Corp. (Electric) Pennsylvania RR (2) Quaker City Bus
Dover	Del., Lack. & Western RR
Elizabeth	Pennsylvania RR
Hackensack	Erie Railroad Municipal Bus
Hoboken	Del., Lack. & Western RR Hudson & Manhattan RR

City	Station or Terminal
Jersey City	Erie Railroad Pennsylvania RR Hudson & Manhattan RR Public Service Terminal
Metuchen	Pennsylvania RR
Montclair	Del., Lack. & Western Railroad
Morristown	Del., Lack. & Western Railroad
Newark	Del., Lack. & Western Railroad Pennsylvania Railroad
New Brunswick	Pennsylvania Railroad
Ocean City	Penn.-Reading Seashore Lines Public Service Terminal
Passaic	Inter-City Transp. Co.
Paterson	Inter-City Transp. Co. Manhattan Transit Co.
Phillipsburg	Pennsylvania Railroad
Rahway	Pennsylvania Railroad
Ridgewood	Erie Railroad
Rutherford	Inter-City Transp. Co. Erie Railroad
Summit	Del., Lack. & Western RR
Trenton	Pennsylvania Railroad Central Bus Trenton Phila. Coach Trenton Transit Co. Trenton Lambertville Bus
Vineland	Public Service Corp. (Electric)
Weehawken	New York Central RR
Wildwood	Penn.-Reading Seashore Lines Public Service Term.
NEW MEXICO	
Albuquerque	Southwestern Greyhound Lines Santa Fe Trails
Belen	Santa Fe Rwy.
Clovis	New Mexico Transp. Co.
Deming	Southern Pacific Co.
Gallup	Greyhound Bus Depot
Las Vegas	Santa Fe Rwy. Southwestern Greyhound Lines
Lordsburg	Southern Pacific Co.
Raton	Santa Fe Rwy. Southwestern Greyhound Lines
Roswell	New Mexico Trans. Co.
Santa Fe	Southwestern Greyhound Lines
NEW YORK	
Albany	New York Central Railroad Central Greyhound Lines
Amsterdam	New York Central Railroad
Auburn	New York Central Railroad
Batavia	New York Central Railroad Blue Bus Lines
Beacon	New York Central Railroad
Binghamton	Erie Railroad Delaware, Lackawanna & Western RR Central Greyhound Lines
Brooklyn	Long Island Railroad
Buffalo	Delaware, Lackawanna & Western RR Central Greyhound Lines Blue Bus Lines

City	Station or Terminal
Canandaigua	New York Central RR
Catskill	Mt. View Coach Lines
Chatham	Boston & Albany RR
Dunkirk	Erie Railroad New York, Chicago & St. Louis RR Union Bus Depot
Elmira	Erie Railroad Delaware, Lackawanna & Western RR Greyhound Lines
Flushing	Long Island Railroad Webb & Knapp Inc. (Bus)
Fredonia	West Ridge Transp.
Geneva	New York Central RR Lehigh Valley RR
Herkimer	New York Central RR
Hornell	Erie Railroad
Hudson	New York Central RR
Ithaca	Lehigh Valley RR
Jamaica	Long Island RR Long Island Bus N. Y. Ave. Holding Co. (Bus)
Jamestown	Erie Railroad West Ridge Transp.
Larchmont	N. Y., N. H. & H. Railroad
Little Falls	New York Central RR
Lockport	Greyhound Bus Terminal
Long Beach	Long Island Railroad
Mamaroneck	N. Y., N. H. & H. Railroad
Middletown	Erie Railroad
Mt. Vernon	N. Y., N. H. & H. Railroad
Newburgh	New York Central RR
New Rochelle	N. Y., N. H. & H. Railroad
New York	Del., Lack. & Western RR Hudson & Manhattan (7 Electric Stations) Pennsylvania RR Baltimore & Ohio RR Capitol Greyhound Terminal Midtown Bus Terminal Penn. Greyhound Lines Queensboro Bus Corp. Consolidated Bus Term. Public Service Corp. Rockland Coach Term. I.R.T. Subway (50 Stations) B.M.T. Subway (40 Stations) 8th Ave. Subway (24 Stations)
Niagara Falls	New York Central Railroad
Olean	Pennsylvania Railroad
Oneida	New York Central RR
Patchogue	Long Island RR
Peekskill	New York Central RR
Port Chester	N. Y., N. H. & H. Railroad
Port Jervis	Erie Railroad
Port Washington	Long Island RR
Poughkeepsie	New York Central RR Poughkeepsie Bus
Rochester	New York Central RR Baltimore & Ohio RR Blue Bus Lines Central Greyhound Lines
Rome	New York Central RR
Rye	N. Y., N. H. & H. Railroad

City	Station or Terminal
Salamanca	Erie Railroad
Saratoga Spa	Spa Bus
Schenectady	New York Central RR
Syracuse	New York Central RR Del., Lack. & Western RR Syracuse & Oswego Motor Lines Central Greyhound Lines
Utica	New York Central Lines
Watertown	New York Central Lines
White Plains	New York Central Lines
Woodside	Long Island RR
NORTH CAROLINA	
Asheboro	Queen City Coach Co.
Asheville	Southern Rwy. Union Bus Station
Burlington	Carolina Coach Co.
Charlotte	Southern Rwy. Union Bus Term.
Concord	Carolina Coach Co.
Durham	Durham Union Station
Elizabeth City	Union Bus Station
Fayetteville	Union Bus Station
Gastonia	Southern Railway Union Bus Station
Goldsboro	Atlantic Greyhound Lines
Greensboro	Atlantic Greyhound Lines
Greenville	Union Bus Station
Hamlet	Seaboard Air Line
Henderson	Seaboard Air Line
Hickory	Bus Station
High Point	Union Bus Station
Jacksonville	Union Bus Station
Kinston	Union Bus Station
Lexington	Carolina Coach Co.
Lumberton	Queen City Coach Co.
Monroe	Seaboard Air Line
Raleigh	Seaboard Air Line Carolina Coach Co.
Rockingham	Queen City Coach Co.
Rocky Mount	Union Bus Co.
Salisbury	Southern Railway Union Bus Station
Shelby	Queen City Coach
Southern Pines	Seaboard Air Line
Statesville	Atlantic Greyhound Lines
Washington	Union Bus Station
Weldon	Seaboard Air Line
Williamston	Union Bus Station
Wilmington	Union Bus Station
Wilson	Union Bus Station
Winston-Salem	Atlantic Greyhound Lines
NORTH DAKOTA	
Bismarck	Northern Pacific Rwy. Mpls., St. Paul & S.S. Marie Rwy. Interstate Transit Co.
Devils Lake	Great Northern Rwy.
Enderlin	Mpls., St. Paul & S.S. Marie Rwy.

RAILROAD AND BUS TERMINALS AND STATIONS

City	Station or Terminal
Fargo	Great Northern Rwy. Northern Pacific Rwy. Northland Greyhound Lines
Grand Forks	Great Northern Rwy. Northern Pacific Rwy.
Hankinson	Mpls., St. Paul & S.S. Marie Rwy.
Jamestown	Northern Pacific Rwy. Union Bus Depot
Mandan	Northern Pacific Rwy.
Minot	Great Northern Rwy. Mpls., St. Paul & S.S. Marie Rwy. Interstate Transp. Co.
Rugby	Great Northern Rwy.
Valley City	Northern Pacific Rwy.
Williston	Great Northern Rwy.

OHIO

Akron	Penn.-Ohio Coach Lines Union Depot
Alliance	Pennsylvania RR Stark Electric RR
Ashland	Union Bus
Ashtabula	New York, Chicago & St. Louis RR
Athens	Baltimore & Ohio RR Valley Public Service Co.
Bellefontaine	Cleve., Cinn., Chgo. & St. Louis Rwy.
Bellevue	New York, Chicago & St. Louis RR
Cambridge	Baltimore & Ohio Railroad Red Star Way
Canton	Pennsylvania RR Penn.-Ohio Coach
Celina	New York, Chgo. & St. Louis RR
Chillicothe	Baltimore & Ohio RR
Cincinnati	Greyhound Term.
Cleveland	Erie Railroad Pennsylvania RR East Side Terminal Lake Shore Coach Co. Central Greyhound Lines
Columbus	Union Depot Greyhound Lines
Conneaut	New York, Chgo. & St. Louis RR
Coshocton	Pennsylvania RR Zane Transit Co.
Crestline	Pennsylvania RR
Dayton	Union Railway Cinn. & Lake Erie Bus Penn. Greyhound Lines
Dennison	Pennsylvania RR
Deshler	Baltimore & Ohio RR
East Liverpool	Union Bus Valley Motor Transit
Elyria	New York Central RR Cleve. Lorain Highway Coach Co.
Fostoria	New York, Chicago & St. Louis RR
Fremont	Lake Shore Coach Co.
Galion	Cleve., Cinn., Chgo. & St. Louis Rwy. Erie Railroad
Hamilton	Baltimore & Ohio Railroad Ohio Pass. Lines
Lancaster	Valley Public Service Co.

City	Station or Terminal
Lima	Pennsylvania RR Baltimore & Ohio Railroad Cinn. & Lake Erie Bus
Logan	Valley Public Service
Lorain	New York, Chicago & St. Louis RR Cleve. Lorain Highway Coach Lake Shore Coach Co.
Mansfield	Pennsylvania RR Pennsylvania Greyhound Lines
Marietta	Union Bus
Marion	Union Bus
Massillon	Pennsylvania RR Union Bus
Middletown	Cleve., Cinn., Chgo. & St. Louis Rwy. Dixie News Bus Station
Mt. Vernon	Greyhound Lines
Newark	Pennsylvania RR Baltimore & Ohio RR Fairlick Stages
Norwalk	Lake Shore Coach Co.
Orrville	Pennsylvania RR
Piqua	Dodge Taxi & Bus Sta.
Portsmouth	Norfolk & Western Rwy. Atlantic Greyhound Lines
Salem	Stark Electric RR Pennsylvania RR
Sandusky	Lake Shore Coach Co.
Springfield, Cleve., Cinn., Chgo. & St. Louis Rwy.	Cinn. & Lake Erie Bus Greyhound Lines
Steubenville	Pennsylvania RR Valley Motor Transit Blue Ridge Lines
Toledo	Pennsylvania RR New York Central RR Ann Arbor RR Greyhound Lines Cinn. & Lake Erie Bus
Warren	Erie RR Penn.-Ohio Coach Lines
Willard	Baltimore & Ohio RR
Winton Place	Baltimore & Ohio RR
Wooster	Pennsylvania RR Pennsylvania Greyhound Lines
Youngstown	Pennsylvania RR Erie RR Baltimore & Ohio RR New York Central RR Youngstown & Suburban Rwy. Penn.-Ohio Coach Lines
Zanesville	Pennsylvania RR Baltimore & Ohio RR Red Star Way

OKLAHOMA

Ardmore	Santa Fe Rwy. Union Bus
Bartlesville	Santa Fe Rwy.
Chickasha	Chgo., Rock Island & Pac. Rwy. Okla. Transp. Co.
Duncan	Okla. Transp. Co.
Durant	Mo.-Kans.-Texas RR

City	Station or Terminal
El Reno	Chgo., Rock Island & Pac. Rwy.
Hugo	Union Bus Depot
Lawton	Okla. Transp. Co.
McAlester	Mo.-Kans.-Texas RR
Muskogee	Santa Fe Trailways
Okmulgee	Union Bus
Ponca City	Santa Fe Rwy.
Tulsa	Union Bus

OREGON

Albany	Southern Pacific Co.
Baker	Union Pacific Co.
Corvallis	Southern Pacific Co. Pacific Greyhound Lines
Eugene	Southern Pacific Co.
Grants Pass	Southern Pacific Co.
Klamath Falls	Southern Pacific Co.
Medford	Southern Pacific Co. Pacific Greyhound Lines
Pendleton	Union Pacific Railroad Union Pacific Stages
Portland	Southern Pacific Co. Central Bus Depot
Roseburg	Pacific Greyhound Lines
Salem	Southern Pacific Co. Pacific Greyhound Lines
The Dalles	Union Pacific RR

PENNSYLVANIA

Aliquippa	Pitts. & Lake Erie Co.
Allentown	Lehigh Valley RR Allentown Bus
Altoona	Pennsylvania RR
Ardmore	Suburban Transp. (Electric) Pennsylvania RR
Beaver	Pennsylvania RR Pitts. & Lake Erie RR
Bedford	Greyhound Lines
Bethlehem	Lehigh Valley RR
Brownsville	Monongahela Rwy. River Transit Co.
Bryn Mawr	Pennsylvania RR
Butler	Harmony Short Line Transp.
Carbondale	Rapid Transfer Co.
Carlisle	Carlisle Bus
Chambersburg	Blue Ridge Lines Pennsylvania RR
Chester	Pennsylvania RR
Coatesville	Pennsylvania RR Union Bus Station
Connellsville	Baltimore & Ohio RR West Penn. Rwy.
Darby	Phila. Rapid Transit
Downingtown	Pennsylvania RR
Du Bois	Edward's Motor Transit
East Liberty	Pennsylvania RR
Easton	Lehigh Valley RR
Erie	New York Central RR New York, Chgo. & St. Louis RR Central Greyhound Lines

City	Station or Terminal
Gettysburg	Greyhound Bus Terminal
Greensburg	Pennsylvania RR West Penn. Rwy. Peter's Bus Station
Greenville	Erie RR
Harrisburg	Pennsylvania RR
Hazleton	Auto Bus
Huntingdon	Pennsylvania RR
Indiantown Gap	Central Bus
Johnstown	Pennsylvania RR
Kane	Pennsylvania RR
Kittanning	Pennsylvania RR
Lancaster	Pennsylvania RR Union Bus Depot
Latrobe	Pennsylvania RR
Lebanon	Bus Depot
Lewistown	Pennsylvania RR
Lock Haven	Pennsylvania RR
Meadville	Erie RR West Ridge Transp.
Milton	Pennsylvania RR
New Castle	Pitts. & Lake Erie RR Pennsylvania RR Union Bus
New Kensington	Pennsylvania RR Harmony Short Line Trans.
Norristown	Pennsylvania RR
Oil City	Pennsylvania RR Harmony Short Line Trans.
Philadelphia	Pennsylvania RR Reading Railroad Baltimore & Ohio RR Suburban Trans. Phila. Rapid Transit (13 Subway Stats.) Quaker City Bus Union Bus Term.
Pittsburgh	Pennsylvania RR Baltimore & Ohio RR Pittsburgh & Lake Erie RR Safeway Trailways Station Great Pittston Bus Harmony Short Line Trans.
Pittston	Great Pittston Bus
Reading	Reading RR Allentown & Reading Transit Co.
Renovo	Pennsylvania RR
Rochester	Pennsylvania RR
Scranton	Del., Lack. & Western RR Frank Martz Co. (Bus) Central Greyhound Lines
Sharon	Erie RR Penn. Ohio Coach Lines
Stroudsburg	Del., Lack. & Western RR
Sunbury	Pennsylvania RR
Tyrone	Pennsylvania RR
Uniontown	West Penn. Rwy. Co.
Upper Darby	Short Way Lines
Warren	Pennsylvania RR
Washington	West Ridge Transp. Co. Pittsburgh Rwy. Co.
West Chester	Blue Ridge Lines Short Line

City	Station or Terminal
Wilkes-Barre	Lehigh Valley RR Central Greyhound Lines Frank Martz Co. (Bus) Greyhound Bus Lines
Wilkesburg	Pennsylvania RR
Williamsport	Pennsylvania RR Edwards Motor Transit
Willow Grove	Phila. Transp. Co.
York	Pennsylvania RR

RHODE ISLAND

Newport	Short Line
Pawtucket	New England Transportation
Providence	N. Y., N. H. & H. Railroad United Electric Rwy. New England Transportation Inter City Transp. Co.
Westerly	N. Y., N. H. & H. Railroad

SOUTH CAROLINA

Anderson	Union Bus Station
Charleston	Atlantic Greyhound Lines
Columbia	Southern Rwy. Seaboard Air Line Atlantic Greyhound Lines
Florence	Anderson Bus
Greenville	Southern Rwy. Atlantic Greyhound Lines
Greenwood	Seaboard Air Line Union Bus Station
Spartanburg	Southern Rwy. Atlantic Greyhound Lines
Sumter	Atlantic Coast Lines

SOUTH DAKOTA

Aberdeen	Chicago, Milwaukee, St. Paul & Pac. RR Swanson Bus
Brookings	Chicago & North Western RR
Edgemont	Chicago, Burlington & Quincy RR
Huron	Chicago & North Western RR
Millbank	Chicago, Milwaukee, St. Paul & Pac. RR
Pierre	Chicago & North Western Rwy.
Rapid City	Chicago, Milwaukee, St. Paul & Pac. RR Chicago & North Western RR Rapid City Line
Sioux Falls	Chicago, St. Paul, Mpls. & Omaha Rwy. Chicago, Milwaukee, St. Paul & Pac. RR
Yankton, Chgo., Milwaukee, St. Paul & Pac. RR	

TENNESSEE

Chattanooga	Southern RR
Clarksville	Southeastern Greyhound Lines
Cleveland	Tenn. Coach Co.
Columbia	Southeastern Greyhound Lines
Dyersburg	Dixie Greyhound Lines
Elizabethton	Queen City Coach Co.
Greeneville	Tenn. Coach Co.

PROVIDING AMERICAN LOCKER SERVICE

City	Station or Terminal
Jackson	Nash., Chat., & St. Louis Rwy. Tri-State Transit Lines Dixie Greyhound Lines
Johnson City	Southern Rwy. Queen City Coach
Kingsport	Tenn. Coach Co.
Knoxville	Louisville & Nashville RR Southern Rwy. Union Bus
Maryville	White Star Line
Memphis	Illinois Central RR Union Station Dixie Greyhound Lines Tri-State Transit Lines
Morristown	Southern Rwy. Tenn. Coach Co.
Murfreesboro	Nash., Chat., & St. Louis Rwy. Southwestern Greyhound Lines
Nashville	Greyhound Lines
Shelbyville	Lewisburg Bus Lines
Tulahoma	Nash., Chat., & St. Louis Rwy. Cherokee Motor Coach Consolidated Bus Term.
Union City	Dixie Greyhound Lines

TEXAS

Abilene	Texas & Pacific Rwy. Southwestern Greyhound Lines
Amarillo	Chicago, Rock Island & Pac. Rwy. Southwestern Greyhound Lines
Austin	Bowen Motor Coaches
Bastrop	Bowen Motor Coaches
Beaumont	Kansas City Southern Rwy. Southwestern Greyhound Lines
Big Spring	Southwestern Greyhound Lines
Brownsville	St. Louis, Brownsville & Mexico Rwy. Co.
Brownwood	Santa Fe Rwy. Bowen Motor Coaches
Childress	Ft. Worth & Denver City Rwy.
Corpus Christi	St. Louis, Brownsville & Mexico Rwy. Co. Southwestern Greyhound Lines
Corsicana	St. Louis Southwestern Rwy. Bowen Motor Coaches
Dalhart	Chicago Rock Island & Pac. Rwy.
Dallas	Union Terminal Southwestern Greyhound Lines Dixie Motor Coach Co.
Denison	Missouri, Kansas, Texas RR Union Bus Co.
Denton	Dixie Motor Coach Corp.
El Paso	Santa Fe Rwy. Pacific Greyhound Lines
Ft. Worth	Texas & Pac. Rwy. Bowen Motor Coaches Southwestern Greyhound Lines
Gainesville	Santa Fe Rwy. Dixie Motor Coach
Greenville	Southwestern Greyhound Lines Dixie Motor Coach
Harlingen	St. Louis, Brownsville & Mexico Rwy. Co.

City	Station or Terminal
Houston	Missouri, Kansas, Texas RR Southwestern Greyhound Lines Bowen Motor Coaches
Huntsville	Bowen Motor Coaches
Laredo	Southwestern Greyhound Lines
Longview	Texas & Pacific Rwy. Sunshine Bus Lines
Lubbock	Santa Fe Rwy. South Plains Coaches
Marshall	Texas & Pacific Rwy.
Mineral Wells	Southwestern Greyhound Lines
Palestine	International Great Northern RR
Paris	Dixie Motor Coach Corp.
Pecos	Texas & Pacific Rwy.
San Angelo	Bowen Motor Coaches
San Antonio	Randolph Bus Terminal Bowen Motor Coaches Southwestern Greyhound Lines
Sherman	Dixie Motor Coach
Sweetwater	Texas & Pacific Rwy. Southwestern Greyhound Lines
Temple	Southwestern Greyhound Lines Santa Fe Rwy.
Texarkana	Southwestern Greyhound Lines
Tyler	St. Louis Southwestern Rwy. Sunshine Bus Lines
Vernon	Union Bus
Waco	Southwestern Greyhound Lines
Wichita Falls	Bowen Motor Coaches

UTAH

Ogden	Interstate Transit Lines
Salt Lake City	Union Pacific Railroad Union Depot Burlington Transp. Interstate Transit Co.

VERMONT

Barre	Central Vt. RR
Bellows Falls	Boston & Maine RR
Brattleboro	Central Vt. RR
Bennington	Bus Station
Burlington	Rutland RR Burlington Rapid Transit
Essex Jct.	Central Vt. RR
Montpelier	Central Vt. RR
Newport	Can. Pacific RR
St. Albans	Central Vt. RR
White River Jct.	Boston & Maine RR
Windsor	Central Vt. RR
St. Johnsbury	Can. Pacific RR

VIRGINIA

Alexandria	Richmond, Fredericksburg & Potomac RR A. B. & W. Transit Co.
Blackstone	Richmond Greyhound Lines
Bristol	Norfolk & Western RR
Bristol	Norfolk & Western RR
Cape Charles	Atlantic Greyhound Lines Pennsylvania RR

City	Station or Terminal
Charlottesville	Chesapeake & Ohio Rwy. Southern Rwy.
Clifton Forge	Chesapeake & Ohio Rwy.
Covington	Chesapeake & Ohio Rwy.
Danville	Southern Rwy. Danville Bus Center Atlantic Greyhound Lines
East Radford	Norfolk & Western Rwy.
Fredericksburg	Richmond, Fredericksburg & Potomac RR Richmond Greyhound Lines
Grundy	Consolidated Bus
Harrisonburg	Greyhound Lines
Lee Hall	Chesapeake & Ohio Rwy.
Lynchburg	Southern Rwy. Norfolk & Western RR Virginia Stages Atlantic Greyhound Lines
Martinsville	Atlantic Greyhound Lines
Newport News	Chesapeake & Ohio Rwy. Richmond Greyhound Lines
Norfolk	Southern Rwy. Chesapeake & Ohio Rwy. Union Bus
Petersburg	Norfolk & Western RR Seaboard Air Line Petersburg-Hopewell Bus Union Bus Carolina Coach Co.
Portsmouth	Seaboard Air Line Richmond Greyhound Lines
Pulaski	Norfolk & Western Rwy.
Richmond	Chesapeake & Ohio Rwy. Terminal Railway Greyhound Lines
Roanoke	Norfolk & Western Rwy. Atlantic Greyhound Lines
Staunton	Chesapeake & Ohio Rwy.
Virginia Beach	Norfolk & Southern RR
Williamsburg	Chesapeake & Ohio Rwy.
Winchester	Atlantic Greyhound Lines

WASHINGTON

Bellingham	Great Northern Rwy.
Centralia	Northern Pacific Rwy.
Chehalis	Northern Pacific Rwy.
Ellensburg	Northern Pacific Rwy. Washington Motor Coach
Everett	Great Northern Rwy. North Coast Trans.
Kelso	Northern Pacific Rwy.
Pasco	Northern Pacific Rwy.
Pullman	Northern Pacific Rwy.
Seattle	Great Northern Rwy. Union Pacific RR North Coast Transp.
Spokane	Great Northern Rwy. Northern Pacific Rwy. Motor Coach Term. Interstate Co.
Toppenish	Northern Pacific Rwy.

City	Station or Terminal
Walla Walla	Union Pacific RR Northern Pacific Rwy. Union Pac. Stages
Wenatchee	Great Northern Rwy. Washington Motor Coach
Yakima	Union Pacific RR Northern Pacific Rwy. Washington Motor Coach

WEST VIRGINIA

Beckley	Bus Terminal
Bluefield	Norfolk & Western Rwy. Atlantic Greyhound Lines
Charleston	New York Central RR Chesapeake & Ohio Rwy. Atlantic Greyhound Lines
Clarksburg	Baltimore & Ohio RR
Elkins	Western Maryland RR
Fairmont	Baltimore & Ohio RR Monon, West Penn. Pub. Serv. Co.
Grafton	Baltimore & Ohio RR
Hinton	Chesapeake & Ohio Rwy.
Huntington	Chesapeake & Ohio Rwy. Baltimore & Ohio RR
Kenova	Norfolk & Western Rwy.
Logan	Logan Williamson Bus Co.
Martinsburg	Baltimore & Ohio RR
Montgomery	Chesapeake & Ohio Rwy. Atlantic Greyhound Lines
Morgantown	Blue Ridge Lines
Mullens	Consolidated Bus Lines
Parkersburg	Baltimore & Ohio RR Atlantic Greyhound Lines
Princeton	Consolidated Bus Lines
Ronceverte	Chesapeake & Ohio Rwy.
Thurmond	Chesapeake & Ohio Rwy.
War	Consolidated Bus Lines
Welch	Norfolk & Western Rwy. Consolidated Bus Co.
Weston	W. Virginia Transportation Bus Co.
Wheeling	Baltimore & Ohio RR Pennsylvania RR Union Bus
Williamson	Norfolk & Western Rwy. Consolidated Bus Co.

WISCONSIN

Antigo	Chicago & North Western Rwy.
Appleton	Chicago & North Western Rwy. Union Bus
Ashland	Chgo., St. Paul, Mpls. & Omaha Rwy. Mpls., St. Paul & S.S. Marie Rwy.
Baraboo	Chicago & North Western Rwy.
Beloit	Chicago & North Western Rwy. Chgo., Milw., St. Paul & Pac. RR Union Bus
Chippewa Falls	Mpls., St. Paul & S.S. Marie Rwy.
East Madison	Chgo., Milw., St. Paul & Pac. RR
Eau Claire	Chgo., St. Paul, Mpls. & Omaha Rwy.

City	Station or Terminal
Fond Du Lac	Chgo. & North Western Rwy. Mpls., St. Paul & S.S. Marie Rwy.
Green Bay	Chgo., Milw., St. Paul & Pac. RR Chicago & North Western Rwy. Union Bus

Janesville	Chicago, Milw., St. Paul & Pac. RR Chicago & North Western Rwy.
Kenosha	Chicago & North Western Rwy.
La Crosse	Chicago & North Western Rwy. Chicago, Burlington & Quincy RR
Ladysmith	Mpls., St. Paul & S.S. Marie Rwy.
Lake Geneva	Chicago & North Western Rwy.
Madison	Chicago & North Western Rwy. Chgo., Milw., St. Paul & Pac. RR
Manitowoc	Chicago & North Western Rwy.
Marinette	Chicago & North Western Rwy.
Marshfield	Mpls., St. Paul & S.S. Marie Rwy.
Merrill	Chgo., Milw., St. Paul & Pac. RR
Milwaukee	Chgo., Milw., St. Paul & Pac. RR Chicago & North Western Rwy. Chgo., North Shore & Milwaukee RR National Trailways Bus
Neenah	Chgo. & North Western Rwy. Mpls., St. Paul & S.S. Marie Rwy.
New Lisbon	Chgo., Milw., St. Paul & Pac. RR
Oshkosh	Chicago & North Western Rwy.
Owen	Mpls., St. Paul & S.S. Marie Rwy.
Pembine	Mpls., St. Paul & S.S. Marie Rwy.
Prentice	Mpls., St. Paul & S.S. Marie Rwy.
Racine	Chicago & North Western Rwy.
Rhineland	Chicago & North Western Rwy.
Rice Lake	Chgo., St. Paul, Mpls. & Omaha Rwy.
Sheboygan	Chicago & North Western Rwy.
Sparta	Chgo., Milw., St. Paul & Pac. RR
Spencer	Mpls., St. Paul & S.S. Marie Rwy.
Spooner	Chgo., St. Paul, Mpls. & Omaha Rwy.
Stevens Point	Mpls., St. Paul & S.S. Marie Rwy.
Superior	Mpls., St. Paul & S.S. Marie Rwy. Chgo., St. Paul, Mpls. & Omaha Rwy.
Tomah	Chgo., Milw., St. Paul & Pac. RR
Waukesha	Mpls., St. Paul & S.S. Marie Rwy.
Wausau	Chgo., Milw., St. Paul & Pac. RR Chgo. & North Western Rwy.
West Bend	Chgo. & North Western Rwy.
Wisconsin Dells	Chgo., Milw., St. Paul & Pac. RR
Wisconsin Rapids	Chgo., Milw., St. Paul & Pac. RR

WYOMING

Casper	Chicago, Burlington & Quincy RR
Cheyenne	Colorado & Southern RR Union Pacific RR Overland Greyhound Bus Depot
Evanston	Union Pacific RR
Rawlins	Union Pacific RR
Rock Springs	Union Pacific RR

INDEX — PARTS I, II and III

RAILROAD TERMINALS and STATIONS

City	Page
Alexandria, La.	20
(Missouri Pacific Station)	
Appleton, Wisc.	75
(Chicago & North Western Station)	
Austin, Minn.	31
(C. M. St. P. & P. Station)	
Bath, Me.	18
(Maine Central Rail and Bus Station)	
Boston, Mass.	33
(South Station)	
Burlington, Ia.	15
(C. B. & Q. Rail and Bus Station)	
Des Moines, Ia.	22
(Rock Island Station)	
Dubuque, Ia.	36
(C. M. St. P. & P. Station)	
Eau Claire, Wisc.	49
(C. St. P. M. & O. Station)	
Kirkwood, Mo.	48
(Missouri Pacific Station)	
La Crosse, Wisc.	64
(C. B. & Q. Station)	
Los Angeles, Calif.	41
(Union Passenger Terminal)	
Madison, Wisc.	79
(C. M. St. P. & P. Station)	
Milwaukee, Wisc.	25
(C. M. St. P. & P. Station)	
(Chicago & North Western Station)	
Minneapolis, Minn.	57
(Great Northern Station)	
(C. M. St. P. & P. Union Station)	
Neenah-Menasha, Wisc.	75
(Chicago & North Western Station)	

City	Page
New York, N. Y.	81
(Pennsylvania Station)	
Oshkosh, Wisc.	75
(Chicago & North Western Station)	
Palo Alto, Calif.	69
(Southern Pacific Station)	
Philadelphia, Pa.	51
(Pennsylvania Station)	
Pittsburgh, Pa.	66
(Pennsylvania Station)	
Rochester, Minn.	62
(Chicago & North Western Station)	
St. Louis, Mo.	5
(Union Station)	
Salida, Colo.	38
(D. & R. G. W. Rail and Bus Station)	
Washington, D. C.	71
(Union Station)	
Wichita, Kans.	13
(Missouri Pacific Station)	

BUS TERMINALS, STATIONS, DEPOTS

Ann Arbor, Mich.	92
(Great Lakes Greyhound Depot)	
Atlanta, Ga.	128
(Greyhound Terminal)	
Baltimore, Md.	113
(Greyhound Terminal)	
Benton Harbor, Mich.	142
(Greyhound Union Depot)	
Buffalo, N. Y.	150
(Greyhound Depot)	
Cheyenne, Wyo.	124
(Overland Greyhound Depot)	

City	Page
Cincinnati, Ohio	158
(Greyhound Terminal)	
Columbus, Ohio	134
(Greyhound Terminal of Columbus)	
Dayton, Ohio	117
(Greyhound Station)	
(C. & L. E. Station)	
Denver, Colo.	109
(Union Terminal, Greyhound Lines)	
(Union Depot, Burlington Trailways)	
Detroit, Mich.	103
(Greyhound Terminal)	
Duluth, Minn.	146
(Greyhound Depot)	
Evansville, Ind.	166
(Greyhound Terminal of Evansville)	
Fargo, N. D.	106
(Greyhound Depot)	
Jackson, Mich.	102
(Greyhound Station)	
Kalamazoo, Mich.	144
(Great Lakes Greyhound Depot)	
Kansas City, Kans.	108
(Union Bus Depot)	
Las Vegas, Nev.	148
(Overland Greyhound Depot)	
Los Angeles, Calif.	97
(Pacific Greyhound Terminal)	
Louisville, Ky.	131
(Southeastern Greyhound Terminal)	
Minneapolis, Minn.	121
(Northland Greyhound Terminal)	
Providence, R. I.	100
(N. E. Transportation Co. Terminal)	
Saginaw, Mich.	156
(Great Lakes Greyhound Station)	

City	Page
St. Joseph, Mo.	94
(Union Bus Terminal)	
San Francisco, Calif.	137
(Santa Fe Passenger Terminal)	
Springfield, Mass.	126
(Greyhound Terminal)	
Springfield, Ohio	164
(C. & L. E. Station)	
Syracuse, N. Y.	161
(Central Greyhound Depot)	
Toledo, Ohio	153
(Greyhound Terminal of Toledo)	
Washington, D. C.	89
(Greyhound Terminal of Washington)	
Worcester, Mass.	140
(B & W Terminal)	
Ypsilanti, Mich.	96
(Great Lakes Greyhound Depot)	

AMERICAN LOCKER SERVICE

The Development of American Locker Service	173
Locker Location	174
Before Lockers are Installed	178
Design, Construction and Finish	179
Locks and Keys	180
Service Organization	181
Growth of Patronage	182
Public Response	183
Locker Checking an Integral Part of Transportation Service	184
American Locker Company Policy	185

The foregoing list compiled in June 1945. All population figures in this book are from 1940 census.
Wherever the information has been available credit has been given to photographers.

AMERICAN LOCKER COMPANY Inc.

EXECUTIVE OFFICES: 211 CONGRESS ST., BOSTON 10, MASS.

DISTRICT OFFICES

BOSTON: 211 Congress St., Boston 10
NEW YORK: 1472 Broadway, New York 18
PHILADELPHIA: 133 So. 36th St., Philadelphia 4

PITTSBURGH: 1003 Penn Ave., Pittsburgh 22
ATLANTA: Avondale Estates, Georgia
CHICAGO: 111 No. Canal St., Chicago 6

CLEVELAND: 401 Euclid Ave., Cleveland 14
DALLAS: 3305A McKinney Ave., Dallas 4
LOS ANGELES: 1855 Industrial St., Los Angeles 21

